

Argentina, Ecuador Join IACE

Border Searches Approved

Limits Set On Flights

NATIONAL HEADQUARTERS — Authority for Civil Air Patrol to operate in the "fringe areas" across the borders of Mexico and Canada while on search and rescue missions was granted by the National Executive Committee during its meeting last month at Ellington AFB, Tex.

It was stressed by Col. Paul W. Turner, national chairman, in granting the authority, that such border-crossing would be restricted. Crossings will be made only when engaged in an official USAF mission, and then only when the appropriate Air Rescue Center authorizes CAP units to participate in a search and rescue mission which involves crossing an international border.

The request for granting this authority came before the committee through a request from the Western Air Rescue Center at Hamilton AFB, California, that CAP be allowed to participate in search and rescue operations in Canada and Mexico. This authority can only be granted by the National governing body of the CAP corporation.

"No missions across the borders of Canada or Mexico may be carried out without Rescue Center authorization," Col. Turner told the committee members, "nor will there be any SARCAP training missions in these areas." Turner further stated it would be the responsibility of the Air Rescue Center to determine the depth of entry into either of these countries on missions but that in most cases, it would be "limited scope" missions. No agency other than the Air Rescue Service is authorized to contact appropriate authorities to obtain authorization for crossing an international boundary.

It was pointed out by the national commander at this point that diplomatic protection and Federal Employee Compensation Act (FECA) coverage would only be provided on "official USAF" missions.

In granting border-crossing approval, the committee was bringing Civil Air Patrol more in line with the National Search and Rescue plan, which provides for search and rescue cooperation between the United States, Canada and Mexico. Appendix E of the SAR Manual described the procedures to be followed and indicates that an agreement is in effect for Search and Rescue along the common boundaries.

THE MANUAL emphasized that the Air Rescue Centers of the Military Air Transport Service must coordinate this effort and issue an Air Force mission number for any such mission. Such a mission, when ordered, would be entitled a "non-combatant mission of the USAF" when conducted under the provisions of the SAR manual.

In taking action on the request, the National Executive Committee had to determine whether the corporation desired to render such services in Canada and Mexico, or whether this service would be contrary to the objectives and purposes of Civil Air Patrol.

CAP Times

Civil Air Patrol



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New Ribbon Cites Efforts In Recruiting

NATIONAL HEADQUARTERS — In a move that may greatly assist Civil Air Patrol in achieving its senior recruiting goals under the Long Range Plan, the National Executive Committee approved a Recruiter Ribbon Award for senior members, similar to that currently in effect for cadets.

Although it was reported the design of the senior ribbon will be different, the award will be made on the same basis as that of the cadet award. The Cadet Recruiting Ribbon, approved in October, 1961, is awarded by commanders to any cadet who successfully recruits two new cadets for his unit. Bronze clasps are awarded for each additional two cadets recruited.

This was just one item on the busy schedule of the National Executive Committee when it met at National Headquarters last month under chairman, Col. Paul W. Turner.

In addition to Col. Turner and Col. Paul C. Ashworth, CAP national commander, other members

(See NEW, Page 11)



ARGENTINA—Col. Paul C. Ashworth, CAP national commander (third from left) returned to Ellington AFB after a three-week flight with a CAP delegation to nine South American countries. Purpose of the trip was to interest additional countries in CAP's 1963 International Air Cadet Exchange. Here he is shown in Buenos Aires where Argentina agreed to join CAP's program this year. Shown here (left to right) Col. Paul W. Turner, CAP's national chairman; Brigadier Venancio Enrique Fabbri, national director of Civil Aviation for Argentina; Col. Ashworth; and Brigadier Major Juan Carlos Pereira, secretary of Aeronautics, Argentina.

Reorganization Plan Indorsed for Regions

NATIONAL HEADQUARTERS —The National Executive Committee took action at its meeting last

month to reorganize region staff composition in keeping with the revision of CAP Constitution and By-Laws.

The committee provided guidelines to enable National Headquarters to work up an organizational chart for the new region staff. After considerable discussion, the committee recommended the new staff be limited to approximately ten members. This would include a commander and deputy commander, with the remaining positions holding director's status.

Col. Paul C. Ashworth, national commander, pointed out there would be no loss of rank for those members of the former region staff who are not assigned to the new and smaller region staff.

"These members should be encouraged to seek other positions where they can continue to make an active contribution to Civil Air Patrol," Col. Ashworth said. "Whether this be at wing or group or squadron level, our aim is to put this talent into the operational levels of the organization."

Those members not actually selected by the region commander for the new staff positions, or who do not find other assignments, will remain assigned to the region membership unit and will be available

(See REORGANIZATION, P. 14)

Communications Net Given Nationwide Test

NATIONAL HEADQUARTERS — Civil Air Patrol radios around the nation cracked into life last month with the following message: To Hqs CAP-USAF, Ellington AFB, Texas (Transmit to all AFRR, all AFRR, all AFRR and all AFRR). This is a drill message. Repeat. This is a drill message to test Civil Air Patrol delivery capability. Reply this headquarters per previous instructions. Signed: Timberlake.

This was a message from CONAC Headquarters that would test the Civil Air Patrol communications network and the ability of local units to accomplish their mission of notifying USAF Recovery Squadrons in their area.

National Headquarters, CAP, received the message and relayed it to all Liaison Offices across the nation. It was the LO's responsibility at this point to relay the message to Wing

communicators who in turn would transmit the message to squadron level. The test value was in the time lapse in relaying the message and actually notifying the USAF squadrons involved in DARR—Dispersal Aircraft Recovery and Reconstitution Program.

Within the first hour after the message left National, 19% of the Recovery units had been notified. By the end of the second hour 33% were alerted. By the end of the fourth hour, 64%, and by the 23rd hour, 93% had been notified.

Within the first hour 10 Wings had completed their requirement and an additional 10 Wings completed their job by the end of the second hour.

A final narrative report will be submitted to National concerning problem areas and methods of operation in responding to the test.

21 Nations In Program Next Year

NATIONAL HEADQUARTERS — Two South American nations, Argentina and Ecuador, have joined the International Air Cadet Exchange program for 1963, to make a total of 21 countries participating this summer.

The two Latin countries were signed up during the recent tour made by Col. Paul C. Ashworth and members of the national staff and CAP's National Board chairman, Colonel Paul W. Turner. A third country, Colombia, indicated high interest in the exchange and it was hoped they may also join the program in the future.

Argentina and Ecuador will exchange five cadets and two escorts each this year. This will mean a total of 140 cadets and 42 escort officers from CAP visiting overseas under IACE.

The nations who will take part this year are Norway, Germany, Chile, France, Switzerland, Peru, Netherlands, Brazil, Turkey, Israel, Portugal, Spain, Belgium, Denmark, El Salvador, Greece, Sweden, Great Britain, Canada, Ecuador and Argentina. Italy, one of last year's participants, will drop out in 1963 for economic reasons, but hoped to resume as soon as funds again become available.

Arrangements for Ecuador's participation were made with Sr. Alfredo Davila, president of the Aero Club of Ecuador. The Argentina agreement was negotiated with Brig. Venancio Enrique Fabbri, national director of Civil Aviation for Argentina and Brigadier Major Juan Carlos Pereira, Secretary of Aeronautics, Argentina.

The touring National Headquarters group, while in Colombia, conferred with Col. Albert Marino, Chief of Staff, Colombian Air Force, and representatives from aero clubs of the nation. The IACE concept was enthusiastically received by Colombian officials, which makes it very likely that Colombia may soon become an IACE member.

Cadet Training officials this week also announced dates for this year's exchange. The United States cadets are slated to depart Washington, D.C., on July 17 and return

(See 140, Page 12)

England Wires Congratulations

LONDON, England — Two wires received recently from England carried messages of congratulations to the Civil Air Patrol on its 21st anniversary. The wires arrived too late for the December issue of CAP TIMES, but are reprinted here.

From Julian Ridsdale, Parliamentary Under Secretary of State for Air and President of the Air Cadet Councils:

"I send the sincere congratulations and good wishes of the Air Cadet Councils of Great Britain on the occasion of the Civil Air Patrol's twenty-first anniversary."

From the Commandant and all members of the Air Training Corps came this message: "Congratulations and best wishes to the Civil Air Patrol on reaching your twenty-first anniversary."

Colonel Castle Picked To Fill National Post

NATIONAL HEADQUARTERS — Col. Lyle W. Castle, Great Lakes Region commander and Cincinnati attorney, was elected vice national chairman by the National Executive Committee in conference last month at Ellington AFB, Texas.

He succeeds Col. Paul W. Turner, insurance executive from Nashville, Tenn., who is now chairman of the board, having been elected to that office last September by the National Board.

Col. Castle, now wearing dual hats of vice chairman and region commander, served as Ohio Wing commander from 1957 to 1960, and then becoming deputy commander of Great Lakes Region. A member of CAP since 1950, Castle heads the region, which includes the states of Ohio, Indiana, Kentucky, Michigan, Illinois and Wisconsin.

The CAP executive was an Army Air Corps communications specialist during War II. He was attached to Gen. Douglas MacArthur's Manila headquarters when Corregidor fell, and was a prisoner of war in Japan for three years.

After War II he returned to civilian pursuits, joined the Civil Aeronautics Administration and was eventually transferred to Cincinnati, Ohio.

Castle is a former assistant city solicitor and prosecutor for the city of Cincinnati, and resides at 2856 Saddleback Drive in Anderson Township.

He earned his law degree from



COLONEL CASTLE

Chase College in 1954; is a member of the Cincinnati and Ohio State Bar Associations, and the Plaintiff Lawyers Association of Cincinnati.

Castle was elected to the vice chairmanship, while attending the annual meeting of the National Executive Committee at National Headquarters. As a region commander, he is a member of the committee.

Industrial College Sets Security Seminar Series

NATIONAL HEADQUARTERS — Beginning this month the Industrial College of the Armed Forces will offer a unique educational opportunity to the American public with a series of "National Security Seminars."

This program is designed to give those attending discussions and lectures on issues concerning national security.

Each of the seminars is two weeks in length and contains the essentials of a 10-month resident course in national security economics. Sponsorship of the seminar is usually by a local civic organization or by several such organizations.

Participants in past seminars have represented all phases of American society including education, religion, agriculture, industry, labor, the professions, women's organizations, and military and civic organizations.

CAP seniors interested in attending one of the seminars listed below should contact the Civilian Membership Committee, National Security Seminar, Chamber of Commerce in the city in which the seminar is being conducted. Additional information and applications procedures are available by this method.

The following is a schedule of future seminars:

Montgomery, Alabama — Jan. 14 to 25; Houston, Texas, Jan. 21 to Feb. 1; Tulsa, Okla., Feb. 18 to March 1; Sacramento, Calif., Feb. 25 to Mar. 8; Sioux Falls, South Dakota, Mar. 25 to April

5; Dayton, Ohio, April 1 to April 12; Missoula, Montana, April 29 to May 10; and Kingston, New York, May 6 to May 17.

Jaycees Praise Unit at Hazelton

HAZLETON, Pa. — Mr. Nicholas Marsilio, president of the Greater Hazelton Chamber of Commerce, said recently in a letter, "We are extremely proud of Hazelton Squadron #203 of the Civil Air Patrol."

City Mayor, Joseph B. Conahan, said in a letter to Col. Phillip Neuweller, Pennsylvania Wing commander, "You can certainly be proud of this Squadron #203."

These two comments, and more, were the result of a project undertaken by members of the CAP unit in Hazelton to beautify and improve one end of the local airfield.

By working in their spare time, six members of the Hazelton Squadron set into place on an embankment at the end of one runway, large white cement blocks that spelled out the name of their town. The letters are large enough to be read easily from the air as well as from a nearby highway.

CAP members working on the project were: Squadron commander, Bernard Osmanski, WO Hugh Washovich, CWO Stanley Osmanski, and cadets John Gorski, Thomas Smith, and John Gillespie. Joseph Pachence was coordinator for the project with the Chamber of Commerce.

ACE Cadets Visit French Aero Plant

EVREUX AB, France — Twenty members of the Aerospace Cadets of Europe (ACE) program recently were taken on a conducted tour of the Jodel Aircraft Factory, located in the nearby town of Bernay.

The ACE cadets are members of an organization founded by former CAP members now in the Air Force and stationed at Evreux AFB. This program was designed to provide CAP-type aerospace training to American youngsters living in Europe.

The visit to the Jodel plant was highly educational. Although most European aircraft factories are many times larger, Jodel manufactures light planes reported to be unique in design and construction.

ACE cadets and junior cadets toured the assembly line, where fourteen small planes are produced a month. Through Mrs. Lyliane McAndrew, an interpreter provided by the Evreux information office, a factory director explained each facet of the assembly procedure.

The cadets asked numerous questions, compared notes, observed French technicians at work for about two hours. They were then treated to a "roll-out" of two new planes. The cadets were permitted to climb into the cockpit of the new Jodel plane and "get the feel of its design."

On hand to identify French methods of aircraft production was A1C Barry Otto, 2172d Communications Squadron, and member of the Evreux Aero Club. The tour was chaperoned by MSgt John T. Stima, 322d Air Division.

This was the second tour made by ACE members this year to observe French Aviation "close up." The previous tour was a visit to the Aero Club of Caen last summer when they were joined by CAP members of the IACE group on exchange to France.

Many other field trips are in the planning stages for the cadets. These include a visit to a jet aircraft plant, NASA's rocket and spacecraft exhibit presently on display in Paris, and the glider field at nearby Rouen, where the ACE cadets may have an opportunity to fly in gliders.

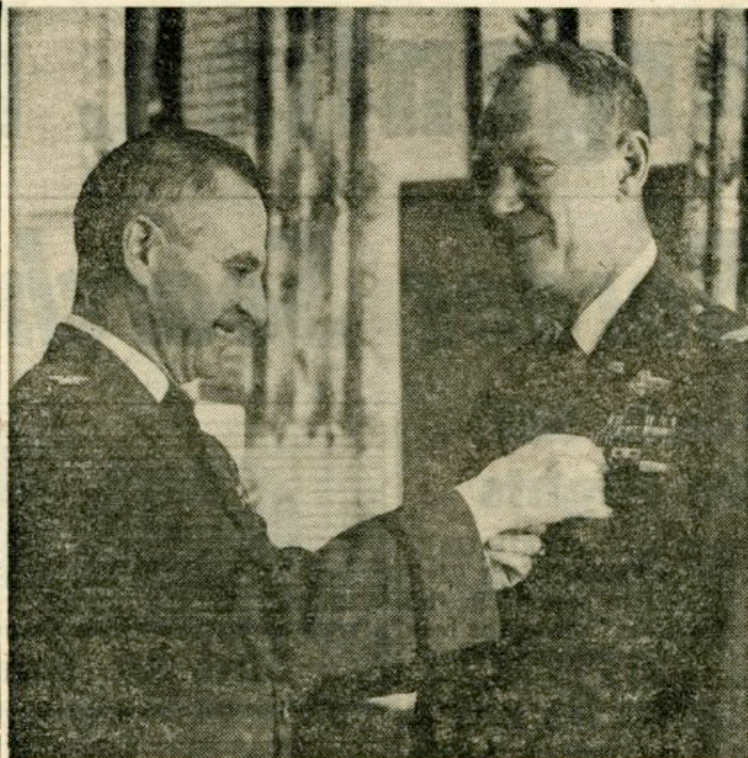
The ACE program was the brainchild of A1C Lawrence Loos, former member of the Forbes AFB Cadet Squadron in Kansas. After observing the youth programs at Evreux, he decided the youngsters needed a program that emphasized aviation, something none of the existing programs provided.

He and several other former CAP members now in the Air Force set up the program and recruited members from the student bodies at the base school and nearby Dreux American High School. The first recruiting effort realized some 30 students from each school.

UNDER THE ACE PROGRAM, the cadets are divided according to age groups: Seniors (adults); cadets (between the ages of 12 and 18); and junior cadets for youngsters between 10 and 13.

Training includes military training including military customs and courtesies, aviation and elementary drill. The unit also now boasts its own drill team and color guard.

So successful has the European program become, that even the French government, through its French liaison officer at Evreux AFB, has indicated high interest in the organization.



COMMENDATION MEDAL—In a recent informal ceremony at National Headquarters, Col. Joe L. Mason, right, was presented with the Air Force Commendation Medal. The medal was earned for distinguished service while serving as chief of staff and deputy commander of Third Air Force at South Ruislip, England. Col. Paul C. Ashworth, CAP national commander, made the presentation.

Colonel Mason Honored For Service in England

NATIONAL HEADQUARTERS — Col. Joe L. Mason, USAF, deputy commander, CAP-USAF, was recently awarded the Air Force Commendation Medal for distinguished and meritorious service as Chief of Staff and Deputy Commander, Third Air Force, South Ruislip, England.

CAP's national commander, Col. Paul Ashworth, made the presentation at an informal ceremony at National Headquarters, Ellington AFB, Texas.

The citation accompanying the award read in part, "Colonel Mason forged a closely knit, integrated team of staff officers and demonstrated exceptional ability in directing the executive operations of this command . . . Colonel Mason's remarkable foresight and planning skill, and the force and thoroughness of his supervision enabled this headquarters to change from one organizational structure to another with no interruption in mission accomplishment . . . (his) outstanding service has re-

flected great credit upon himself and the United States Air Force."

Mason's wartime assignment was that of fighter pilot and commander of the 352nd Fighter Group, made up of P-47 Thunderbolts. After the war he was mainly responsible for establishing the USAF Fighter Gunnery meets — still an important part of fighter pilot training.

This latest award is only one of many decorations the colonel has received for outstanding service to his country. He wears the DSC, Silver Star, Legion of Merit, DFC with two clusters, the Air Medal with five clusters, the British DFC and the French Croix de Guerre.

Palo Alto Cadets Collect Big Sum

PALO ALTO, Calif. — Eight cadets of the Palo Alto Composite Squadron 70, California Wing, were able to collect three hundred dollars in a door-to-door canvass recently to help the Sight Conservation Drive.

This collection was turned over to the local Lions Club for use in purchasing glasses for those unable to afford them and to buy white canes for the blind. Each year a certain number of days are set aside and designated White Cane Days for this drive.

According to a Lions Club spokesman, the money collected and donated by the CAP cadets was the largest single donation in the drive.

Cadets Bruce McLeod and Dean Campbell collected the most money of the eight cadets working.

All publicity material for the campaign was supplied by the Lions Club at no expense to the Sight Conservation Drive organization.

Eight IOs Win Region Honors

NATIONAL HEADQUARTERS — Eight information officers from the Great Lakes Region, winners of the 1962 region IO awards, were recent visitors to National Headquarters at Ellington.

Led by Lt. Col. Lloyd C. Dick, CAP, GLR Information Officer, the group included Maj. Helen Rhodes, assistant region IO; Lt. Julius W. Appel, Kenton County Composite Sq., who also represented Maj. Gene Gilpin, Kentucky; Lt. Pierrette C. Wise, Ohio Group XIV; Maj. Nola Henderson, Flint Group, also representing Maj. Roger Burgess, Michigan Wing IO; CWO James Bower, Lansing Squadron; Maj. Eunice Grobe, Southeastern Group, Wisconsin, and WO Roberta Smith, Janesville Squadron.

The region awards were presented by Lt. Col. Joseph H. Friedmann, USAF, national Chief of Information, during a dinner at the Red Lion Inn in Houston.

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Activities Across Nation Mark Civil Air Patrol's Anniversary

JANUARY, 1963

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ENT AFB, Colo.—“The times are critical and your job of educating our young people to the challenges of the aerospace age is more important than ever,” wrote Lt. Gen. Robert M. Lee, Air Defense Command chief. This statement was part of a recent letter by Gen. Lee to the national commander of Civil Air Patrol congratulating CAP on its 21st Anniversary.

Lee wrote, “We in the Air Defense Command know we can count on the Civil Air Patrol to inspire the youth of our country to become part of the aerospace defense team. We need these dedicated young men and women, and the education they receive through participation in your program is most valuable.

“Of course, the other facet of your operation, that of providing men, women and planes in support of air-sea rescue missions, is well known to us—we have on many occasions worked together on these emergency tasks.

“Please accept our congratulations on this, your twenty-first anniversary, and convey to the men and women of your organization our best wishes for the coming year,” Gen. Lee concluded.

FAIRBANKS, Alaska—“Coming of Age” celebrations around the nation for the 21st Anniversary were highlighted recently in the Tanana Valley with a Civil Air Patrol banquet at Club 11 near Fairbanks.

The banquet, which was attended by more than 100 enthusiastic supporters and members of the Alaska Wing, was planned and coordinated by Lt. Jane Griesse, assistant to Lt. Col. Gordon Wear, Yukon Group commander.

At the banquet, Col. James E. Carter, Alaska Wing commander, told the assembled guests that during the eleven months of 1962 the Alaska CAP Wing had saved 309 lives. To accomplish this, 213 search and rescue missions were flown to amass a total of 2438 sorties and 4790 flying hours.

Col. Carter also read the proclamation, signed by Alaska Gov. William A. Egan, designating “Civil Air Patrol Week” in the state of Alaska.

Three former commanders, Richard McIntyre, Ove Selid and Cyril Hetherington, were special guests, as was charter member, Maj. Marjorie Johnson. Many prominent military and civic dignitaries were also present at the fete.

PALATKA, Fla.—Nearly 100 CAP members and guests assembled at Palatka Senior High School recently, as Group II, Florida Wing, marked the 21st Anniversary with the first annual CAP banquet.

The principal speaker was Maj. Rolf W. Beutlich, USAF, Florida Wing liaison officer. Maj. Beutlich told the group he is convinced that the Palatka squadron has taken a step forward in the year they have been organized, and are doing a tremendous job, especially for the cadets.

A small orchestra from the Palatka High School Band, under the direction of William Turnbull, provided music for the affair. The Palatka CAP Squadron hosted the banquet.

SAN ANTONIO, Tex.—The San Antonio Composite Squadron began its 21st Anniversary observance by meeting with San Antonio Mayor McAllister, who issued a proclamation naming “CAP Week” in the Alamo City. The proclamation was accepted by Lt. Jose Perez, squadron executive officer, and his two cadet sons.

A special CAP Birthday banquet was also scheduled, with Lt. Glen Lacey and program chairman. The anniversary activities were re-

ported by Capt. J. H. Myers, squadron information officer.

HELENA, Mont.—Both Montana Gov. Tim Babcock, and Helena Mayor Robert E. Johnson issued official proclamations designating CAP Week in the state and city, respectively, to launch the Montana schedule of activities.

The Helena Sunday newspaper, the Independent Record, devoted a half-page spread to the CAP anniversary as celebrated by local units.

The Helena CAP Squadron and the Helena All Girl Squadron observed the anniversary by inviting the public to an open house at their headquarters on Warren avenue.

LAWTON, Okla.—The Lawton Composite Squadron began the 21st Anniversary observance, with the official proclamation of the Mayor of the city designating CAP Day in Lawton.

Mayor Wayne Gilley further honored the unit by presenting the Lawton Youth Center to the squadron for its use.

At the Youth Center, Cadet escorts in blue uniforms and white gloves, stood at attention as guests and parents arrived to hear the Mayor's proclamation and to join in the festivities marking both the Anniversary and the presentation of the center to the unit.

The squadron, which is commanded by Maj. Jack Allen, presented an interesting program arranged by Capt. James Williams, Lt. James Laughlin, Lt. Preston McPhail and SSgt. H. E. Thomas, USAF recruiter. The program was followed by dancing.

Cake and punch were served the guests. The cakes, donated by parents, were decorated with the CAP seal and “Happy Birthday Civil Air Patrol” icing in CAP colors.

The Youth Center presented for use, is a large arched roofed building with glass and masonry walls. Conveniently located in a small park in Lawton, the structure contains a large dance floor which can be used for drill, and space for CAP office, communications unit room, supply and store room, and rest rooms. Tennis courts and parking area adjoin the building.

Among the out of town guests who attended the fete were Brig. Gen. B. B. Talley, USA(Ret.), and Lt. Col. M. D. Talley, Oklahoma Wing staff.

FORT LAUDERDALE, Fla.—Group I, Florida Wing, has scheduled a Grand Military Ball and cadet special activities dinner in Fort Lauderdale on Jan. 19.

Tickets for the gala event for both seniors and cadets may be obtained from any member of the Group's cadet staff. This event was reported in Newscap, official publication of Group III.

REDWOOD CITY, Calif.—Lt. Col. Hosmer L. Auger, Northern Sector commander, California Wing, accepted the official proclamation of CAP Week from Redwood City Mayor John S. Rosselli. Sharing the acceptance was Lt. Robert L. Spencer, Sr., executive officer of Air-Sea Rescue Squadron II of Redwood City.

The proclamation was part of a week-long “get acquainted with your CAP” program sponsored by the squadron in conjunction with the 21st Anniversary. No further



PROCLAMATION—Gov. Robert E. Smylie (seated) of Idaho, signed an official proclamation designating CAP Week in that state. Present for the signing were, from left, Capt. H. R. Favreau, Boise Composite Squadron executive officer; Lt. Jeanne Wallace, IO; and TSgt. Karen Wallace.

details on the programmed activities were reported.

WALLED LAKE, Mich.—The Walled Lake Rotary Club presented a check for \$125 to the Inter-Lakes CAP Group to launch the 21st year, as the unit was also presented with the keys to its new headquarters building.

The check was presented by acting Rotary chairman R. M. Thibideau, to Lt. William Egan. Lt. Egan made a surprise presentation of a Certificate of Appreciation for the Rotary Club's continued support of the CAP unit. This marked the sixth donation the Rotary group has given.

The new headquarters building, providing 50 by 130 feet of floor space in the downtown area, was

secured through the efforts of Maj. S. N. Domingue, group commander.

WRIGHT-PATTERSON AFB, Ohio—Group Seven published a special 21st Anniversary booklet to mark CAP's birthday this year. The booklet contains a wide range of photos, a valuable historical information on CAP, the Ohio Wing and Group Seven. The 24-page publication with a bright yellow cover, is an extremely professional publication.

BALTIMORE—CAP's “Coming of Age” was marked by the Maryland Wing Cadet Council with its annual dance held at the Fifth Regimental Armory in Baltimore.

(See ANNIVERSARY, Page 12)

Colonel Crabbe Retires, Entered Military in 1936

NATIONAL HEADQUARTERS—Col. Gerald W. Crabbe, former liaison officer to the Southwest Region, CAP, retired recently and has been replaced by Col. Harvey Case Jr.

Col. Crabbe began his military career as commander of an infantry company in 1936. He entered the Air Force in 1940 and was promoted to the rank of Colonel in 1953.

He completed his pilot training in 1942 and attended the Command and General Staff School from which he graduated in 1946. He is a rated command pilot.

His academic training took place at the Arkansas City High School. He also attended the Kansas University where he graduated in 1931.

During World War II, Col. Crabbe served in the Caribbean Theater from June 1942 to September 1943. He was in the China-Burma-India Theater from 1943 to 1945. His next overseas assignments were in Greece and Germany from 1948 to 1951. He was then assigned to Headquarters USAF in Washington, D.C.

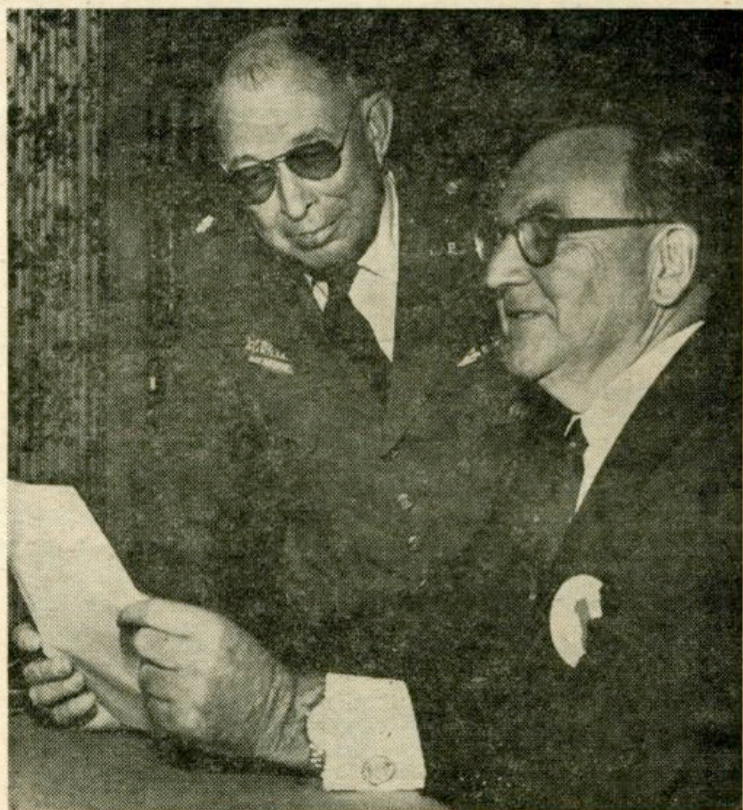
From May 1956 until June 1959 he was Air Attache with the U.S. Embassies in Bogota, Columbia, and Quito, Ecuador.



COLONEL CRABBE

He was twice awarded the Air Medal, the Air Force Commendation Medal and the Presidential Citation. He has also been decorated by three foreign governments.

Col. Crabbe is married and has three children.



GOVERNOR'S GREETINGS — California Governor Pat Brown shows his letter acknowledging the 21st anniversary of the Civil Air Patrol to Lt. Col. Paul E. Greene, deputy commander, California Wing. The Governor's letter pointed out the war-time accomplishments of CAP as well as the present program of education and service performed by Civil Air Patrol and expressed the appreciation of the people of California to CAP for its dedication and service through the years.

Civil Air Patrol Times

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VOL. IV—No. 11

JANUARY, 1963

Looking to the Future

"WE CAN POINT with pride to the past . . . and point with purpose to the future." My first message to CAP in this column when I became your National Commander just a year ago, ended on this note.

Today, at the end of Civil Air Patrol's 21st year, I believe this statement to be more true than ever before. Not only can we take pride in the accomplishments of this past year but what we have accomplished this year provides us with a solid foundation from which we can look forward to the future with renewed confidence and purpose.

I believe that we can say that 1962 has been the most successful year in the history of Civil Air Patrol. Our Congressional Banquet in Washington last May was a first-class show that we can all be proud of, and it made a very favorable impression on a lot of important people. Almost 10,000 cadets participated in special activities and encampments last summer. The IACE program with 20 foreign countries was one of the best we have ever conducted. And for the first time, nominations of truly outstanding cadets for Civil Air Patrol scholarships so far exceeded the scholarships available that the selection committee had a very difficult job to select the most deserving. In September, the National Board adopted a new Constitution and By-Laws which provides a streamlined organizational concept for Civil Air Patrol that establishes clear relationships between the National Executive Committee, National Headquarters, the region commanders, and the wing commanders.

Much more important, however, is the improved morale and the attitude that it can be done that has become evident over this past year. The psychology of success is just as contagious as the psychology of complacency. This attitude, that it can be done, that our Long Range Plan goals can be achieved, is the only way we can overcome the inertia of complacency so prevalent in the past.

Both your accomplishments during 1962 and the many CAP members with whom I have talked over the past year have convinced me that morale is higher throughout Civil Air Patrol and that the positive attitude that the job can be done is spreading among your leaders and down through the rank and file.

Civil Air Patrol has begun to move forward with a positive attitude and a determination to get the job done. We can take greater pride in this new attitude and improved morale than in our specific accomplishments during 1962. We are beginning 1963 with a running start instead of starting from a standstill.

There is a lot of hard work to be done by all of us but if we are determined that Civil Air Patrol will move forward nothing can stop us.

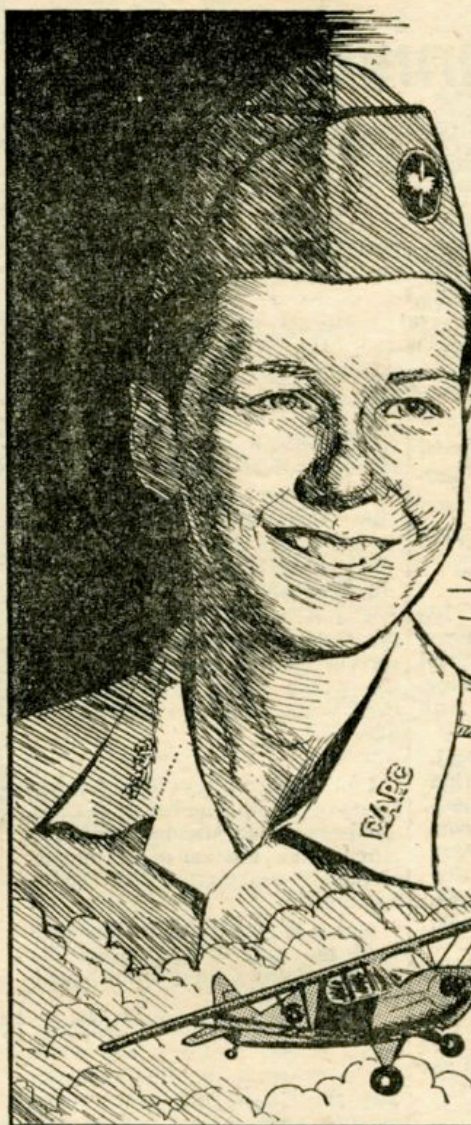
I believe that we are justified in looking forward to the future with renewed confidence and purpose.

Paul C. Ashworth

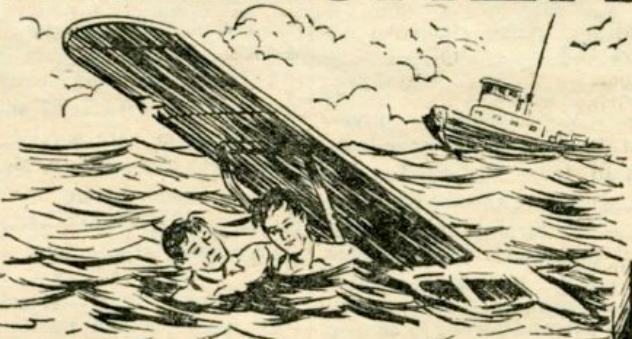
Paul C. Ashworth
Colonel, USAF
National Commander

Heroic Cadet

By Charles J. Wood



Cadet RONALD BAECHER

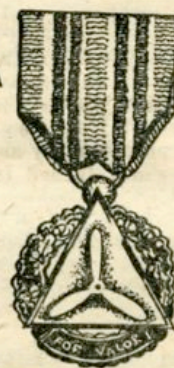


RESCUED PILOT FROM
PENSACOLA BAY IN AIR ACCIDENT

RECOMMENDED
FOR MEDAL OF VALOR

MEMBER OF PENSACOLA
COMPOSITE SQUADRON
FLORIDA WING

CADET BAECHER
WAS 15 YRS. OF AGE
AT TIME OF HIS
HEROIC ACTION



Ribbons

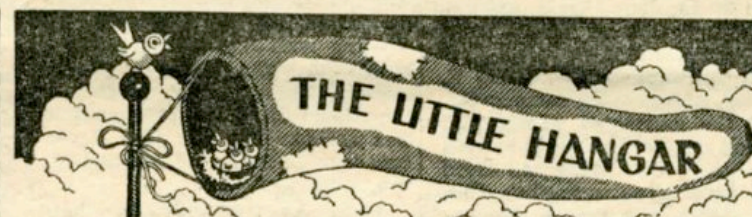
KENDALLVILLE, Ind. — Since the end of War II, Civil Air Patrol has made a great many changes in its program. From its first mission of Coastal patrol and mercy missions for the war cause, it has progressed to a program of Aerospace Education for the youth of America. This aerospace education is the best taught by any organization of our type.

This program, just like the Armed Forces, awards ribbons to acknowledge the hard work and time put forth. These are awarded for the successful completion of the various achievements outlined in CAPR 50-6. Also awarded to cadets are the recruiter ribbon, awarded for recruiting two or more new cadets. These ribbons, although in themselves nothing outstanding, offer a great incentive to the cadets who wear them.

I have gone through the entire program and received my Certificate of Proficiency as a cadet. Now as a senior, I find the training I got in this course of study very good aid to helping the cadets of our various units. I'm sure that if more seniors would take the cadet portion of the (training) program, it would greatly aid the cadets. The senior would then know what was expected of a cadet and be better able to teach him.

In talking with many seniors in our group, I have found the feelings run highly in favor of awarding the training ribbons to seniors who have gone through this program. These ribbons offer enough incentive to encourage other seniors to study the program. Also a ribbon for senior recruiting would serve the same purpose. Regulations already permit the awarding of the ECI ribbon to cadets who take these courses, and

(See LETTERS, Page 13)



RECRUITING POSSIBILITIES . . . Units seeking cadets should not overlook local Boy Scout units as potential sources for recruits. Films, skits, talks on the background and purpose of the Civil Air Patrol mission would be ideal for presentation before this type of audience.

HOSTING PARENTS . . . Many units are finding cadet participation and programs easier when parents are familiar with the CAP program. "Parent's Night" or open-house types of programs would be ideal times to schedule a presentation directed at parent orientation.

PUBLIC ATTENTION . . . Ideal locations in which to keep the Civil Air Patrol before the public are public and local school libraries. In many cases, through personal contact, librarians will often provide bulletin boards or special tables where CAP promotional materials may be displayed. Especially in rural communities, libraries are often a frequent meeting place for residents.

TRAINING . . . A great number of Civil Air Patrol units have reported success in obtaining instructors from such sources as fire and police departments and local Civil Defense agencies. With missions that are closely allied to CAP's these agencies have a high number of technical experts in rescue work at their disposal.

BILLBOARDS . . . With the winter season in full swing many drive in theaters have closed their "gates" until Spring. Theater marquees, many units have found, are ideal sites to plug CAP and unit special projects. Arrangements are usually made for use of this space through the drive in theater managers.

SUMMER PROGRAM . . . Starting this month the background paper work and applications for cadet special activities for 1963 should be started in order to comply with existing deadlines. Commanders are urged to insure that action is now being taken to get these programs underway.

NEWSPAPERS . . . All Civil Air Patrol units publishing newspapers or bulletins are reminded that one copy of each issue should be forwarded to the Office of Information, National Headquarters.

RESERVE SUPPORT . . . As a result of stories in CAP TIMES and the Air Reservist magazine many queries have been received at National Headquarters for Air Force Reservists wishing to participate in the CAP program under which they may earn retention and retirement credits. Highly qualified, and mostly World War II and Korean veterans, Reservists provide an excellent pool of varied skills. Unit commanders are urged to take advantage of use of these people in their local programs.

Units in Alaska Have Answered Call for 195 Missions

ANCHORAGE, Alaska — One hundred and ninety-five search and rescue missions have been accomplished by the Alaska Wing as of October 31, 1962. During 1961, CAP

flew 239 missions, 1003 sorties and 1648 hours. During the last five months 2452 hours were flown on two large missions alone of the 195 flown to date. The Yeager search included 1242 hours and was completed in June. The Waldron search included 1494 hours and was completed in September.

During the month of October, CAP flew 10 missions with 229 sorties for nearly 500 hours, seventeen lives were involved, one life was saved.

Both the Dillingham and King Salmon CAP units were involved in the search for Dr. John Ditttrick who left Dillingham in his Aerona with one passenger, a native, Laura Priteasky. The doctor failed to file a flight plan, so all locations that he was known to frequent were searched.

The aircraft was finally located by a civilian searcher. It had been slightly damaged when it ran aground during landing. Dr. Ditttrick and his passenger were located walking to Tickchik Lodge, picked up by an AF helicopter and returned to Dillingham.

The 17th U.S. Coast Guard District assigned a mission to the Southeastern Group to search for an 18-foot cabin cruiser with three men aboard. The cruiser departed Juneau on a hunting trip and experienced engine failure. Temporary repairs were made and the hunters returned safely.

At a later date the Southeastern Group was again alerted to search for Danny Jack, 29, overdue from a boating trip to Admiralty Island. All surrounding shorelines and water areas were searched by air with negative results. The Coast Guard suspended operations and the man was listed as missing.

Maj. Glenn Kipp, commander of the Kenai unit notified the Rescue

Center that a 10-year-old boy, Thomas Fields, was injured while helping to cord wood at Soldotna. The doctor on the scene requested the patient be evacuated to Providence Hospital as his left arm was nearly severed by a saw blade. The mission was assigned to the Kenai CAP to make the evacuation to Anchorage. After arrival at the hospital, they advised they may be able to save the boy's arm.

FAA at Merrill Field notified the Rescue Center that Mr. Vaverka and Mr. Ivie were overdue on a hunting trip to Montague Island. Vaverka was the pilot of a PA-20, but did not file a flight plan when he departed Eagle River Airstrip.

CAP units from Anchorage Cordova, Seward and Palmer took part in the search. The effort continued for three days but due to increasing snow fall, the diminishing probability of detection, the absence of leads and continued negative results, the mission was suspended and the two men listed as missing.

Of the total 93 missions with 240 hours, CAP flew 74 missions with 164 hours.

The Kenai CAP unit participated in a second concentrated search for Carl Glick flying a Cessna 182 who was reported overdue on a flight from Anchorage to Kenai. Due to absence of leads and adverse weather with fresh snow fall, the mission was suspended. CAP again flew 80 percent of sorties and hours.

PALMERTON, Pa. — The Pennsylvania CAP wing was alerted to aid in the search for a Piper Aztec missing in flight between Ogdensburg, N.Y., and Philadelphia International Airport. The pilot, Arthur Turner, did not file a flight plan. He had four passengers aboard.

The plane was found high in

the Blue Mountains by Capt. Richard Brown, CAP, of the Allentown Optimist Squadron. There were no survivors.

The wreckage was guarded by the Boyerton Ranger Team commanded by Capt. Ard Barr, CAP, until members of the FAA arrived at the scene to conduct the investigation.

The Pennsylvania Wing reported they flew six sorties for ten hours. Fourteen search teams with 478 personnel conducted the ground search. They used 113 vehicles with 36 fixed radios and 73 mobiles.

ELLICOTT CITY, Md. — Members of the Maryland Wing were called on by the State Police to aid in guarding and collecting wreckage of the tragic crash of a United Air Lines Viscount.

There were no survivors of the disaster; 13 passengers and four crew members lost their lives.

Lt. Col. Arthur Dupuis, CAP, was the mission commander. More than 50 CAP personnel aided in the emergency. They were on constant duty for several days while federal authorities studied the wreckage and site in an effort to determine the cause of the accident.

SPARTANBURG, S.C. — The State Law Enforcement Division of South Carolina called on Civil Air Patrol personnel for aid in the search for three hunters presumed missing in the Rimini area of Sumter County.

The hunters had launched their boat from Pack's Landing with a companion boat. The latter returned safely but reported that he had lost contact with the others. The search was initiated and successfully concluded when the three survivors, suffering from exposure, were located by Sheriff Parnell and his rescue party from Sumter County.

ISABELLA, Minn. — Lt. Jasper Duncan, CAP, located Herbert

Leckenby who was reported missing during a hunting party.

The search was set off when Leckenby failed to return to camp. The lost hunter was guided to a ground rescue party by notes dropped to him by Lt. Duncan. When found he was treated for exposure by the Silver City Rescue Squadron and returned to his home.

TUCUMCARI, N.M. — The New Mexico CAP wing was called on to help in the search for a Beech Bonanza reported missing during a flight from Wichita, Kansas, to Albuquerque, N.M.

The flight path would have taken the plane over mountainous terrain which contributed to the difficulty of the search.

Clem Miller, a civilian volunteer pilot, located the wreckage of the plane. Four persons died in the crash.

New Mexico CAP flew 31 sorties for 58 hours. More than 170 CAP personnel took part in the effort on the ground.

WICHITA, Kansas — A Civil Air Patrol plane flew two units of B-Negative blood from the Red Cross Blood Center here recently on an emergency run for an obstetrics patient.

Captains A. J. Witenbach Jr., and William Rhodes, of the Wichita Composite Squadron, made the run in a Cessna 195 from Hamilton Field, Derby.

Red Cross spokesmen said the call came to the Blood Center to aid a woman who was having difficulty after childbirth.

A unit of blood was flown in from Salina by the "Flying Sheriff's" organization and the CAP flyers took over from there.

NEEDLES, Calif. — R. H. Brown, flying a Piper Apache, PA-23, with two passengers, is reported missing between Needles and El Paso, Texas.

The Arizona Wing, Civil Air Patrol, has conducted an intensive search to no avail. The USAF, U.S. Army and Pima County Sheriff's deputies joined with CAP in the futile search. Rescue activities have been suspended pending further leads.

The last contact with the lost aircraft was with the Tucson approach control. The pilot reported his position to Tucson and advised that he was returning to Tucson because of bad weather. He further requested radar surveillance. His fuel was near the exhaustion point. The aircraft has not been seen or heard from since.

BISHOP, Calif. — Lt. Col. Stephen Lukacik, CAP, mission commander for a recent search for a lost mountain climber, located Roy Coats, 22, Los Angeles, who was injured at the 12,300-foot level on the edge of Palisades Glacier.

Coats fell while climbing and could go neither up or down the mountain. Lukacik flew in a U.S. Army helicopter with pilots Captains Roy L. Miller and Roy D. Millspaugh, U.S.A. and crew chief PFC Arthur Amaral. They landed within 75 feet of the injured man and returned him safely to Bishop.

Wing Chief Advisor Lauded By Group in Grand Rapids

GRAND RAPIDS, Mich. — The Grand Rapids Group, CAP, held a testimonial dinner recently to honor Thomas E. Walsh, advisor to the Wing Commander, and to present him with a Certificate of Meritorious Service award for his work with the Civil Air Patrol in the Michigan Wing.

Walsh is referred to as "Mr. Aviation" and was presented with a CAP tie clasp along with a plaque by Maj. Perry Coffman, CAP.

Col. Walter E. Gernt, former wing commander, made the presentation of the service award and announced to those attending the

dinner the promotion order of Walsh to lieutenant colonel.

Lt. Col. Walsh told the assembled Civil Air Patrol members that the city of "Grand Rapids owes a lot to CAP." He explained, "during a city disaster CAP was on the spot with ready, organized assistance including generators and communications equipment that was responsible for keeping the loss of lives to an astonishing minimum."

Lt. Col. Walsh also said that he would make every effort to secure suitable quarters at the new Cascade Airport for the local CAP unit.

Staten Island Group Rushes to Rescue Of Passengers When Aircraft Ditches

STATEN ISLAND, N.Y. — Members of the Staten Island Group, CAP, operate Miller Air Field for the U.S. Army on weekends and recently a cadet on duty at the Field noticed a private plane coming into the landing pattern and then suddenly disappear in the direction of the beach. The cadet notified the Airdrome Officer at the field and this began a dramatic chain of events that resulted in the rescue of passengers and pilot from the downed Navion aircraft.

The plane was owned by the Fort Wadsworth Flying Club and had been forced down by engine

trouble. The pilot made a pancake landing in the water about 300 yards off shore.

Members of the Staten Island Group hurried to the beach when notified of the accident and SSgt. George Durkin and Cadet George Miller ran to a nearby house and borrowed a row boat. They carried the boat back to where other CAP members waited on the beach and immediately set out for the floating plane.

It was a cold day with a high wind, but the two CAP members managed to reach the plane and

take two passengers, 8 and 14 year old girls, from the plane. While returning to the beach other CAP members were busy on shore.

Major H. H. Rice, Group commander, notified the police, the Coast Guard and an ambulance and someone obtained blankets.

When the boat was beached the girls were wrapped in blankets and placed in the ambulance. Later reports showed they suffered only mild shock and exposure.

TWO NEW YORK City Police helicopters, following the directions of Major Rice, made their way to the plane and picked up the other passengers and pilot. These people were taken to the Group's headquarters where hot coffee was already waiting for them.

A large Coast Guard helicopter arrived and made an unsuccessful attempt to tow the plane to shore. Two SCUBA divers arrived from the St. George Coast Guard Base and with a coil of tow line and a tank brought by the U.S. Army Reserve unit at Miller Field, the plane was towed to shore.

According to a Group spokesman this was not "a spectacular rescue or a very large one." Yet it does point up the possibilities of CAP rescue work with limited equipment. Lt. James Murphy credits training and discipline in the Staten Island Group as contributing to the success of this rescue mission.



CLOSE COOPERATION—CAP units in the Baltimore area get wholehearted cooperation and support from the local Air National Guard unit located at Martin Company Airport. This support stems from the interest in CAP expressed by Col. Victor Kilkowski, left, commander of the 104th Tactical Fighter Squadron. A copy of CAP TIMES was closely scanned recently by the colonel and Capt. Elaine Blaker, Maryland Wing staff member at a recent meeting.

News **woman** **Asks to Join** **Male Outfit** **Outstanding Cadet Ends Tenure** **As Kansas Squadron Commander** **Conference** **Reunion Site** **For Chaplain**

SAN FERNANDO, Calif. — The first woman member of the working press to ever fly with pilots of the 35th CAP Air Rescue Squadron, California Wing on a simulated mission was so impressed she has asked for application blanks.

Carol Collins, pert feature writer for the Hollywood Citizen-News, swapped high heels and skirt for jump boots, flying suit and hard hat recently, and after a thorough briefing on search and rescue procedures took to the air.

Riding with Lt. Bob O'Hara, the young writer acted as observer during a simulated search for a wreck. A military craft downed many months ago in the rugged San Gabriel Mountains of Southern California served as target.

Riding the back seat of a North American AT-6G, Miss Collins jotted down her impressions and returned to her city room to write an excellent story of her flight. Her enthusiasm was so genuine she has asked Capt. Richard Baylis to join the CAP outfit. . . as an aircrew member.

Ordinarily Squadron 35 is strictly a man's world. The outfit, probably the most active and widely known in California, has only two or three woman members. . . and they are on ground duty. The unit has a full squadron of about 18 privately-owned AT-6's, a corporate-owned C-45, and a wide variety of Liaison-type planes.

SEARCH AND RESCUE activities of the 35th range from the Mexican border to the Oregon line. A majority of the pilots are Air Force veterans or commercial pilots with thousands of hours logged. There are 100 active members of the 35th.

"This is the kind of outfit for me," Miss Collins declared. "Even if they do take a dim view of women aircrew members I think I could do a job for the 35th. It's the only work I've ever seen outside of newspapering that's exciting enough for my tastes."

"How soon can you process my papers and where do I buy a hard hat and a flying suit?" Patience, she was advised by veteran pilots, is the first requisite of search and rescue work. "Okay," she said, "I'll wait, but it won't be easy."

By CAPT. R. C. WEINSAFT

SHAWNEE, Kan. — Cadet Capt. Judith Lynn Ehrlich, Shawnee-Mission Composite Squadron, has taken her last report from the first sergeant. When she was relieved of cadet command, Judy could look back on six exciting years in Civil Air Patrol.

Judy first became interested in the cadet program when she was living in Anchorage, Alaska, and in the seventh grade. Maj. Roman Malach, Elmendorf AFB Cadet Squadron commander, her school principal and her mother discussed Judy's joining the cadets. (Malach is now a lieutenant colonel, executive officer Alaska Wing). A few days after her 12th birthday Judy received an application for membership in CAP. (Ed Note: Because she was an outstanding student, an exception was made in her case).

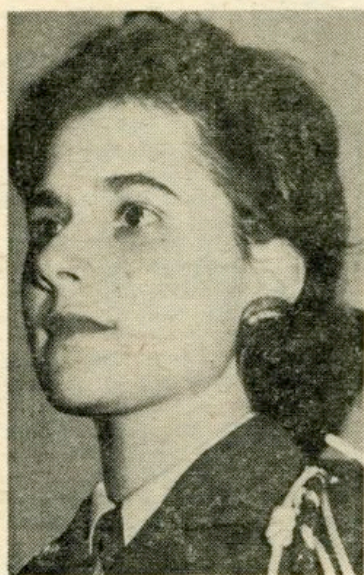
By the time Judy's 13th birthday arrived, she had completed the necessary training for the Certificate of Proficiency except for one requisite condition. Because of her age she was not permitted to go to summer encampment to comply with the final requirement for the COP.

Cadet Ehrlich was a member of the girls' exhibition drill team which performed at functions throughout the territory, including the inauguration parade for Governor Stepovitch, the last appointed governor of Alaska Territory.

The Air Force sponsored C-47 flights for cadets working on the observer rating. On these flights the cadets received a certain amount of time at the controls. On one such flight a hitch-hiking colonel was startled to find a sack lunch dribbling down his winter blues. The dribbling had not been caused by the plane hitting an air pocket—Judy was just testing the plane's reaction to the elevator controls.

Judy completed a course for cadets given by the National Rifle Association.

HER FATHER, Maj. Albert Ehrlich, USAF, was transferred to Kansas City one week prior to the Congressional vote for Alaskan statehood. In Kansas City, Judy got in touch with Maj. G. S. McAnany, Jr., Shawnee-Mission Composite Squadron commander. Two months before her 14th birthday, Judy was temporarily accepted



CADET EHRLICH

into the squadron with a Form 66 in better shape than most cadets'. The transfer was made final and she became a legal member on her 14th birthday, at her first bivouac.

As high school began, her paramount interest, Civil Air Patrol, had to play "second fiddle" to her school work, although her parents must have had doubts at times. In the position of Operations and Training NCO, Judy still had time to enter high school projects in meteorology in the Kansas City Science Fair, winning First Grand Prize in the junior Physiographical Division and First Special Award from the American Meteorological Society.

In 1958 Judy was appointed to the Kansas Cadet Advisory Council, as wing representative.

Cadet Ehrlich attended her first encampment as a squad leader at Shilling AFB in 1959. Also in 1959 she began the school year holding two CAP positions, Administrative and Finance NCO. That fall she received her first experience on an actual search mission when the cadet squadrons of the Kansas City area united in a joint effort to search the banks of the Kaw River for a missing postal employee.

During the summer of 1960, Judy attended her second encampment at Forbes AFB and was girls' flight leader.

In her junior year at Shawnee-Mission High School, Cadet 2d Lt. Judy Ehrlich held the position of cadet executive officer and "acting" cadet commander, replacing a cadet who left the squadron to join the Air Force.

At her third summer encampment, held at Schilling AFB in 1961, Judy was squadron administrative officer and cadet medical officer. It was during that summer she was promoted to cadet second lieutenant and completed her fifth option, "Weather."

Other options already completed included Music—for singing at Anchorage hospitals during Christmas season; Book Review—"God Is My Copilot," Observer rating; and first aid (she took and passed the standard first aid course four times before she was old enough to be eligible for her card).

At the beginning of her fifth year in CAP, Judy officially became cadet commander. That fall the cadets were called out on four missions.

In 1962, her sixth year in CAP, Judy worked as instructor with the Boy Scouts; was among cadets assisting the 99s (organization of women pilots); and participated in the Inter-regional Female Cadet Exchange.

IN HIGH SCHOOL Judy maintained a B average. In her senior year she was selected for membership in the National Honor Society and Quill and Scroll (national honor society of high school journalists). She was secretary of the National Forensic League chapter at her school. She earned the Letter of Commendation of the National Merit Scholarship Qualifying Board. Judy was the Kansas-City-area representative to the National Science Foundation high school training program held at Emporia, Kansas.

In both junior and senior years, Judy earned her school letter for debate.

Judy has been president of the Science Projects Club, and worked as drama and speech reporter of the school newspaper. She has belonged to the Advance Mathematics, Advanced French, International Relations, Satire, Drama and Pep clubs.

Her father was reassigned with the Air Force to England and after a "flying" visit with her family overseas, Judy entered Antioch College in Ohio to major in chemistry and mathematics.

BILOXI, Miss. — How often have you met someone you have known before, but can not place them until you have talked for a few minutes? At a recent conference in Biloxi, Chaplain (Lt. Col.) Meredith P. Smith, assistant chaplain National Hq., CAP, met some friends in the middle of a crowded room and knew them instantly—even though he had not seen them for nine years.

The last time Chaplain Smith had seen Col. Mathew Thompson and his wife, Lucille, was in Chateaux, France, where he married the couple in 1953.

At that time Chateaux Air Base was a tent city sitting in a sea of mud, but the inhabitants had worked hard to construct a base chapel they could be proud of. They began with a quonset hut and through various means decorated the building—including self-made stained glass windows—and planted a lawn—the only lawn on the base at the time.

It was in the midst of this tent city that Colonel and Mrs. Thompson were married and according to Chaplain Smith it was both the first wedding in the chapel and the first big social event on base.

Since then, Chaplain Smith and the Thompsons have gone their separate ways in the Air Force. They kept in contact occasionally but it had been "four or five years" said Chaplain Smith since they had even exchanged Christmas cards.

Colonel Thompson was recently retired from the USAF and has made application for membership in CAP in the Florida Wing where he and his wife now live.

He became interested in CAP while stationed at Offutt AFB, Neb., where he encountered local CAP units.

Mrs. Thompson was secretary to Sen. George H. Smathers of Florida before marriage. Colonel Thompson's family is English and he was born in England and has since become a naturalized American citizen.

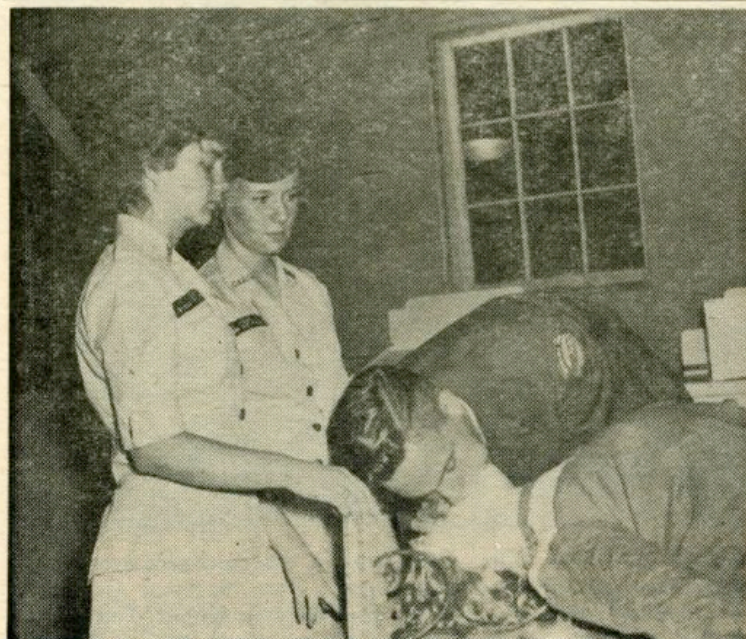
First Aid Taught **With 'Dummy'**

NORTH PLATTE, Neb. — They call her "Resusci-Annie" and she comes from Norway. She has natural feeling skin with movable head and chin. Her head and shoulders weigh about the same as a human being's. She has a lung capacity and air resistance approximating an unconscious person.

Resusci-Annie was designed and built in Norway as a manikin for use in teaching mouth-to-mouth resuscitation and external heart massage.

Annie was used recently by members of the North Platte, Nebraska, Composite Sq., to teach mouth-to-mouth resuscitation at a combined meeting of cadets and seniors.

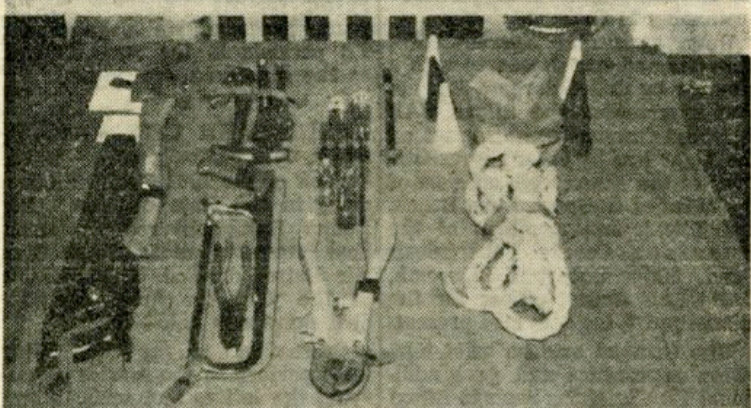
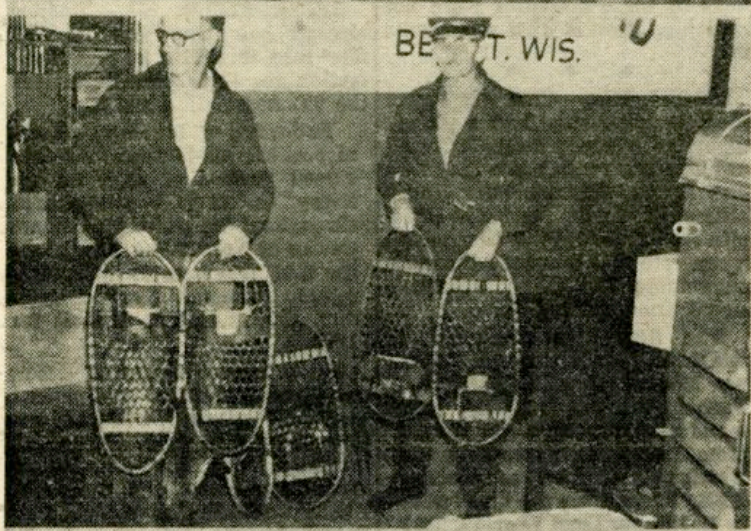
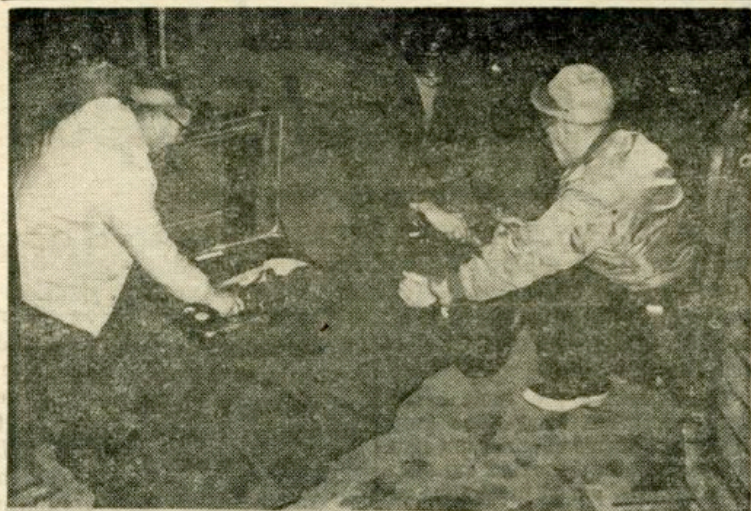
Mr. D. M. Edgerly, demonstrating agent of the life-like plastic and rubber manikin, makes Annie available to utility companies and other business firms to teach life saving procedures to employees.



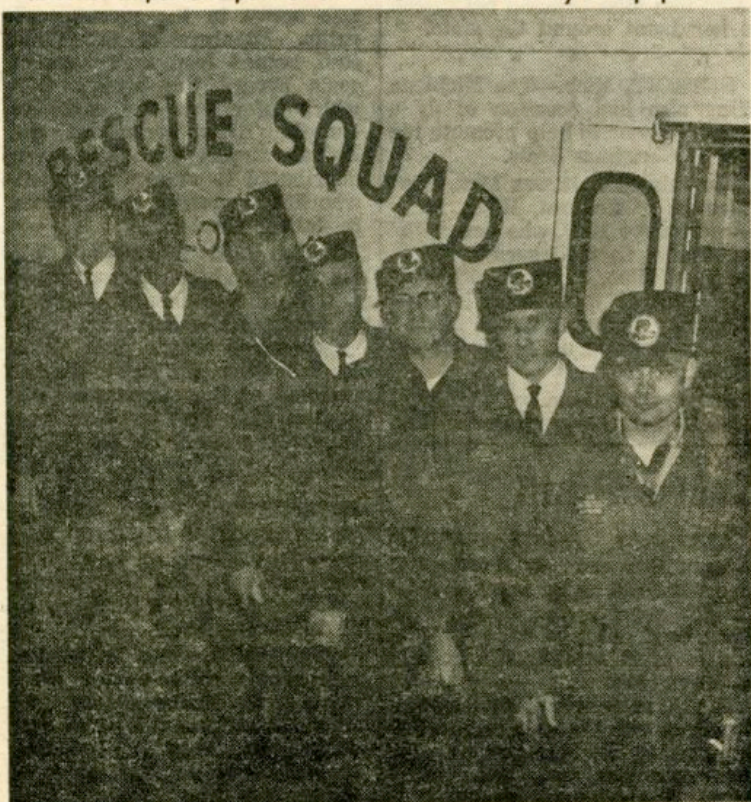
FIRST AID—Three cadets of the North Platte, Nebraska, Composite Squadron, practice mouth-to-mouth resuscitation on Resusci-Annie during a meeting recently. Cadet Jim Blum is shown practicing the life saving technique while Cadets Carol Schaffert (left) and Jo Ann Stoops look on.



"MR. AVIATION"—Lt. Col. Dewey W. Swicegood, CAP, often called "Mr. Aviation of Danville" in Virginia, is shown receiving a plaque from Judge Jesse W. Dillon, member of the state corporation commission. The plaque was in behalf of the city and state in recognition of Lt. Col. Swicegood's work in aviation and particularly his part in the building of Danville's new airport.



IN ALL SEASONS—The Beloit rescue unit is fully equipped to operate in all seasons and cope with just about any emergency situation. Typical of the unit's excellent equipment is, (Top) a portable resuscitator, operated by Lt. McCaul, Lt. John Owens and SM Bob Townsend. Mark Hamblin acts as "patient." (Center) WO Brookins and Lt. Owens holding snow shoes, important piece of winter equipment. (Bottom) A crash entry kit, for use in rescuing trapped persons from wrecked aircraft, is another important part of the rescue team's array of equipment.



IN UNIFORM—Some members of the Beloit rescue squad posed by their truck, in uniforms provided by the squadron. From left, are WO Alvin Lawver, WO Ralph Bookins, WO Leslie Albright, WO Mark Hamblin, Lt. Dick McCaul, WO David Schoenfeld and WO D. Marsden.



FIRE AND SMOKE—The Beloit CAP Rescue Squadron can tackle any type of fire with present equipment. From left, are WO Ralph Brookins in Asbestos suit; SM Bob Townsend in aluminized asbestos suit, and Lt. Dick McCaul wearing air breathing apparatus for entering heavy smoke areas.

Twelve-Man Beloit Rescue Unit Well Equipped for Emergencies

BELOIT, Wisc. — Civil Air Patrol units across the nation often develop unusual components, such as jeep sections, swamp buggys, horseback patrols and crash boat to service a wide range of missions. None is more unique, nor better equipped, than the Beloit Rescue Unit of the Beloit Composite Squadron, Wisconsin Wing.

The twelve-man unit, came into being in 1955 as a spur-of-the-moment project when the squadron was asked by the Beloit Fire Department to man a first aid tent during a fire demonstration. The team was organized by Lt. Dick McCaul, the present chief, Lt. John Owens, and another member no longer serving. The city donated a station wagon with the minimum amount of equipment needed for rescue operations, and arranged for the vehicle to be housed at the main fire station.

With that small beginning, more and more interest was shown, membership grew and civic organizations donated invaluable equipment needed. Today, the Beloit unit is one of the finest equipped anywhere.

The donated station wagon has since been outgrown and has been replaced with a vanette-type truck. This truck carries such equipment as a wheeled stretcher; a stager stretcher; six portable stretchers; a portable resuscitator; two first aid kits (one for burns, one for accidents); two Scott air paks; two

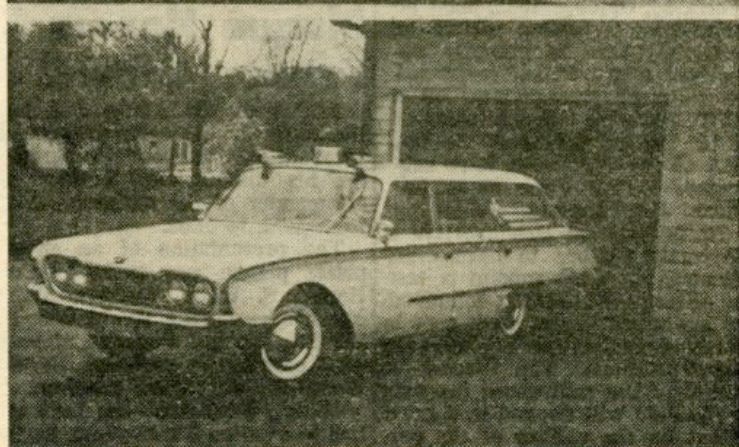
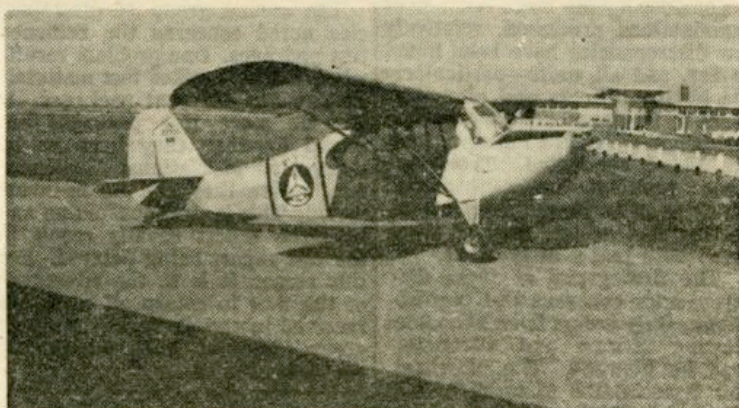
Chemox kits (air breathing apparatus); acetylene cutting equipment; a portable generator with flood lights; aluminum fire suits; two porta-powers; chain saw; crash entry kit; asbestos suit; a wide range of hand tools; ropes, grappling hooks; hike poles; fire axes; a public address system; and fire-police radio Scooter 45 (CAP) frequency.

Members of the Beloit unit are holders of the advanced first aid card. Five are qualified instructors, and all have received training in basic firefighting techniques, rescue work and traffic control. One member is a Civil Defense-trained radiological expert, and Lt. McCaul

is one of two CD light rescue instructors in Rock County.

Even the rescue unit's membership is unique. These include a mortician, coroner, deputy sheriff, welder, truck driver, fireman, mechanic, laborer and salesman as civilian occupations. The squadron furnished special uniforms for each member of the rescue team.

During a recent effectiveness test, USAF Col. Jay W. Stansbury gave special praise to the rescue unit. "This is one of the very finest units that I have ever seen in the country," Col. Stansbury remarked. "The Beloit Squadron is to be commended for having such a unit as this at its disposal."



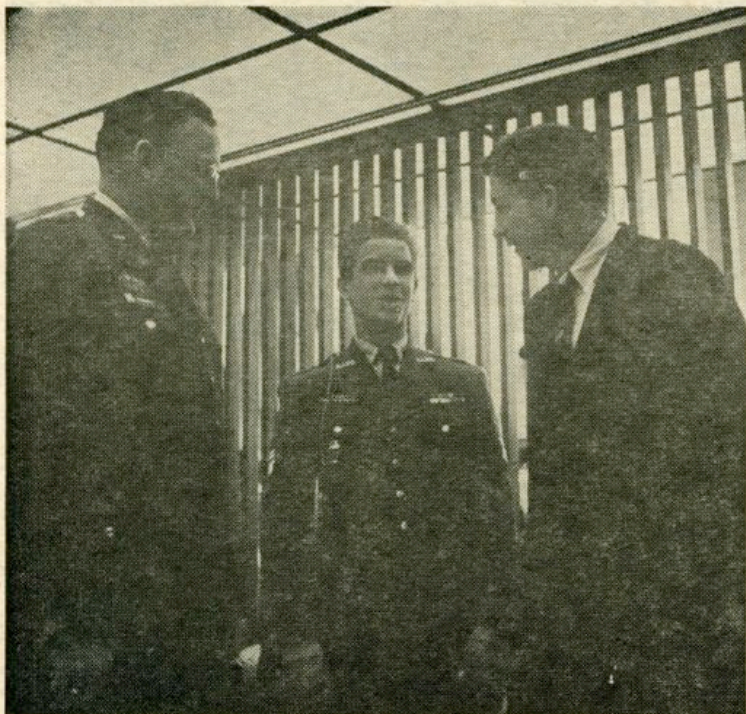
GROUND AND AIR—Emergency missions, either aerial or on the ground, would show the Beloit rescue unit ready. At top, is the L-16 assigned to the Beloit Composite Squadron which is hangared at Rock County Airport. Bottom photo shows a support service of the team, an ambulance made available to the unit by the Schoenfeld Mortuary.

Allentown Group Attends Parade

BOYERTOWN, Pa. — The 62d annual parade of the Ashland Boy's Association was held in Ashland, Pa., recently and Civil Air Patrol units from Group 80, Allentown area participated.

A drill team from the Ashland Sq., provided an almost continual display of drill maneuvers during the parade.

The float was constructed on the CAP's 2½ ton stake truck and showed search and rescue methods employed by the volunteers including an "angry 9" radio communications set ready for operation.



HELPING HANDS—Civil Air Patrol cadets of the National Capital Wing were conspicuously busy at the dedication of Dulles International Airport last month and during the open house for visitors. Here Col. Daniel E. Evans Jr., commander of the Wing, and Cadet Robert Montgomery, talk with FAA Administrator, N. E. Halaby, who lauded their efforts. On dedication day, 145 cadets guarded a hazardous area at the airport to keep people out and also handled outdoor parking of an estimated 14,000 cars. The cadets, supervised by 20 seniors, set up an observation post in the airport control tower to spot traffic snarls and parking spaces. Using two-way radio, they communicated their findings to other cadets in the parking areas.

New Centralized Testing Handles 18,193 Exams

By BETTY CORBRAN
Aerospace Education Office

NATIONAL HEADQUARTERS—Since the new centralized testing program began last September over 1250 test packages containing more than 18,193 examinations have been handled. In general the program has been enthusiastically accepted by CAP units from Maine to Hawaii, and many favorable comments have been received from the field.

Considering the large number of examinations processed, relatively few discrepancies have been noted so far, and all units—particularly the testing officers and alternates—are to be commended on the fine manner in which the unit programs are being conducted. There are some problem areas, however, which seem to be more or less recurring and which can be eliminated with just a little effort.

The first group of these discrepancies concerns test requisitions. Only orders from bona fide testing officers and alternates can be honored. The "Request for Examination Material," CAP Form 55, October 1962, must be signed by a testing officer or alternate who is properly appointed, approved, and registered at National Headquarters on a CAP Form 53, "Appointment of CAP Testing Officers." So far, 910 of the 2044 units have submitted a CAP Form 53 to National Headquarters.

While National Headquarters is extremely anxious to have every squadron in CAP appoint a testing officer and alternate, commanders are urged to use great care in selecting individuals to serve in these positions. The success or failure of the centralized program in the field will depend to a great extent on the calibre of the persons authorized access to examinations, and only those individuals with the highest ideals of personal integrity, honesty, and devotion to Civil Air Patrol should even be considered for these important assignments.

Once a testing officer is assigned,

here are some of the things he can do to speed up receipt of examinations ordered: requisition tests by sending one copy of the blue, pre-addressed, postal-card CAP Form 55 direct to National Headquarters; list the correct charter number on the order; print or type his name and grade beneath his signature if the signature is illegible; and allow enough mail time for the examinations to be returned before the scheduled testing date.

The second group of discrepancies noted concerns the returned test packages. One problem results when the unit mixes test materials received in different packages. If two or more test packages are mixed together they have to be segregated at National Headquarters before they can be re-inventoried. This is time consuming and on large orders usually result in the test report being delayed. For this reason it is to the advantage of the unit to return all materials received in one package in a single group identified with the correct package number.

Plaque Honors Former Official

BIRMINGHAM, Ala.—Col. Asa Roundtree Jr., Alabama director of aeronautics, has been recognized for his distinguished service as commander of the Alabama Wing from 1951 to 1953.

The presentation of an appropriate plaque was made by Col. Harold F. Wood, Alabama Wing commander during World War II, Lt. Col. Richard Brannan, deputy wing commander and Maj. Harold Wood Jr., wing staff member.

Colonel Roundtree has been active in aviation for 44 years, beginning in World War I when he entered the Army School of Military Aeronautics at Georgia Tech. He is a veteran of overseas duty during both wars. He flew with the French Air Force in 1918 and held ratings as military pilot with both U.S. and French forces.

Dallas Youth Christmas Seal Drive Writes Code Gets National Support For Cadets

(See Photos on Opposite Page)

DALLAS, Pa.—As MSgt. David P. Elser, a member of Wilkes-Barre Squadron 205, Pennsylvania Wing, put it, "If I hadn't written it, somebody else would have—sooner or later."

He was talking about a Cadet Code of Conduct he has written and which has been printed in the Brooklyn Group News, a unit newspaper from Brooklyn Group, CAP, New York. Interest in this Code has gone beyond the local level and has brought favorable comment from other members of the Civil Air Patrol.

Cadet Elser is presently a student at Wilkes College in Pennsylvania and has been a member of CAP since March 1961.

According to Elser, he was inspired to write the Code for CAP cadets after reading the Armed Forces Code of Conduct and after talking with a friend who had completed four years of active duty in the Army.

Elser points out that he modeled his Code on the one published by the Department of Defense. The Cadet Code has seven items:

I. I am an American citizen, a volunteer in the Civil Air Patrol, a civilian auxiliary of the United States Air Force. I am a member of an organization dedicated to advancing aerospace education and assisting in meeting local and national emergencies.

II. I wear a uniform representing years of honorable service to my country and backed by lofty traditions. I will always remember to wear my uniform in a manner befitting a member of the Civil Air Patrol. I will always remember that, while in uniform, I represent the Civil Air Patrol and that the public will judge the Civil Air Patrol by my conduct.

III. I will keep faith with my fellow Civil Air Patrol members. I will take part in no action which might bring discredit upon them. I will make no oral or written statements disloyal to the Civil Air Patrol or harmful to its mission.

IV. If, in any situation, I am senior, I will take charge and fulfill the qualities of leadership to the utmost of my capabilities realizing that those junior to me look to me for guidance. If not, I will cooperate with my superiors to the fullest extent and will back them up in every way. I will always remember that he who is to lead must first learn to follow.

V. I will always remember that the organization I represent is based entirely upon the honor and integrity of the individual. In my service to the Civil Air Patrol, I will neither lie nor cheat nor will I tolerate anyone among us who does so.

VI. In my daily life, I will look to my God for the spiritual guidance and the inspiration I need to serve my country best. I will never lose my faith in God, my country, her leaders or any fellow American.

VII. I will never forget that I am an American citizen dedicated to defending the principles for which my country stands. In my service with the Civil Air Patrol, I will never do anything which would reflect adversely upon my country, the Civil Air Patrol, or the people I represent, so help me God.

NATIONAL HEADQUARTERS—Hundreds of cadets and numerous pilots of Civil Air Patrol units along with members of local and state TB Association organizations

worked together again in 1962 to promote the sale of Christmas Seals.

The following are some activities undertaken by various units in support of this annual campaign. Many other units carried out similar programs, but at press time reports of these activities were not available. Here is what some units did:

BILOXI, Miss.—Civil Air Patrol pilots in Mississippi had a unique opportunity to help the 1962 Christmas Seal campaign when they flew Miss Loren Ormond, Miss Hospitality of Mississippi, and Miss Charlotte Ann Carroll, Miss Mississippi, in separate flights around the state to promote the TB Association's annual fund raising drive.

The first flight included a whirlwind route through southern Mississippi with Lt. Col. W. Parham Bridges Jr., Wing commander, flying Miss Ormond from Jackson to Yazoo City and Natchez and then to Keesler AFB. From there the flight went to Hattiesburg and Laurel before returning to Jackson.

Upon arrival at Keesler AFB, Miss Ormond was presented with a bouquet by Cadet Barbara Rairigh who represented the Biloxi CAP Sq. Miss Ormond was also met on the flight line by other representatives of the Biloxi unit, officials of the cities of Gulfport, Long Beach, and Biloxi, and members of the Harrison County Tuberculosis Fund. Major Robert E. Lipscomb, CAP-USAF liaison officer for the Mississippi Wing was also present.

Miss Ormond made a brief television appearance and gave additional TB Christmas Seals to Biloxi mayor, Daniel Guice before departing on the final leg of the promotional flight.

The second flight toured cities in northern Mississippi. Miss Charlotte Ann Carroll, Miss Mississippi, was piloted by Major Peitree Burge-meestre, Wing Squadron. Miss Carroll performed the same service for the annual Christmas Seal campaign that Miss Ormond performed in her jaunt around the state.

DETROIT, Mich.—The Michigan Wing also had occasion to fly a beauty winner to help promote the sale of Christmas Seals.

In this case, it was Mrs. Lila Masson, of Redford, Mich., Mrs. America for 1962, who flew with CAP pilot Capt. Richard Tewsley of Centerline, to seven cities in the state. Mrs. Masson is also honorary chairman of the Michigan campaign for Christmas Seals.

Cities visited during the flight were Detroit, Lansing, Grand Rap-

ids, Muskegon, Saginaw, Flint and a return trip to Detroit. Mrs. America delivered Christmas seals to the various campaign officials in the cities she visited.

SPRINGFIELD, Ill.—Eighteen aircraft belonging to CAP pilots flew into this Illinois city in formation for their part in assisting the TB Association airlift.

Following a luncheon at the airport the pilots were presented signed packets of seals for delivery to 18 TB sanatoriums throughout the state. Mrs. James Cowan of Northbrook, Ill., joined the CAP members in Springfield to help promote the sale of seals. Mrs. Cowan is Mrs. Illinois for 1962.

She presented the seals, decorative wreaths and seal note paper to the CAP pilots for delivery throughout the state. During the luncheon, Mr. Ben Kinningham, executive director of the state TB Association, thanked the Civil Air Patrol for its assistance in the yearly program. He spoke for the TB patients in the state as well as the organized associations.

SALT LAKE CITY, Utah—To add a note of "originality" to the kick-off of the 1962 Christmas Seal drive in the state of Utah, Miss Donna Bolt delivered Christmas Seal letters to pilots of the Civil Air Patrol dressed in a costume of the year the first Christmas Seal drive was held—1908.

CAP pilots in the Utah Wing later performed the service of carrying the letters and seals to various locations throughout the state.

DULUTH, Minn.—Cadets of the North Hennepin Squadron, CAP, loaded 40 bags containing 65,000 pounds of Christmas Seals into aircraft for a flight to Duluth TB Association for mailing to other communities.

Other units in Minnesota were also active in the recent campaign. Members of the Wing staff helped load mail bags of seals aboard the Wing's C-45 which later flew the cargo to Duluth. After arrival at the Duluth airport the seals were distributed to other CAP pilots who flew to nearby communities to deliver the seals.

Cadets in Minneapolis also loaded seals aboard aircraft scheduled to fly to communities around the state to make deliveries. Honorary chairman of the state Christmas Seal drive, Mr. Calvin Griffith, president of the Minnesota Twins baseball club, was on hand when the seals arrived at the Duluth field.

BRIDGEPORT, Conn.—Civil Air Patrol pilots and crews made flights to ten airports in the Connecticut Wing using three aircraft to deliver Christmas Seals during the 1962 campaign.

Connecticut began its annual campaign with a unique ceremony at the Bridgeport air field when the artist of this year's seal design, Mr. Paul A. Dohanos, presented autographed copies of the seals to Miss Christmas Seal for the state, Miss DeChantel Degan.

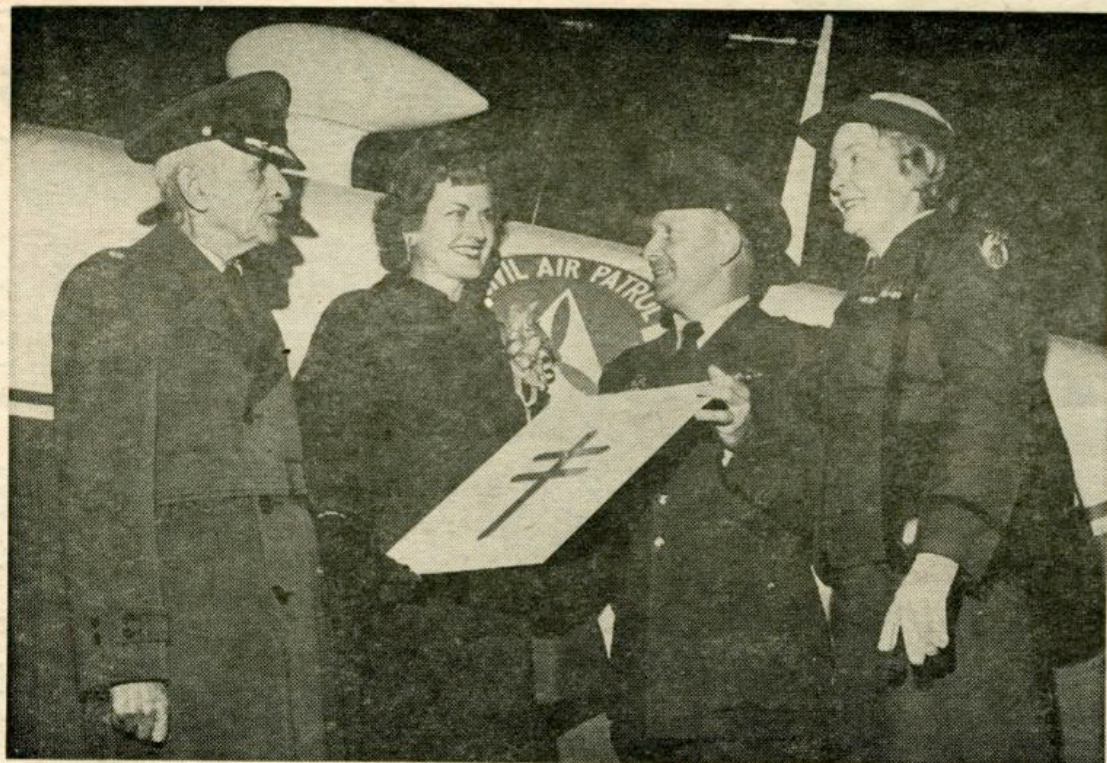
Wing commander, Col. James F. Kavanagh was at the airport when CAP pilots took off on their flights around the state.

Correction

NATIONAL HEADQUARTERS—Oops! Our error is showing! It seems the November issue of CAP TIMES reports the Washington Wing Conference as being held in Seattle when actually it was held in Wenatchee.

The Wenatchee Composite Squadron was the unit responsible for making all arrangements for the conference and CAP TIMES wants to give credit where it is due.

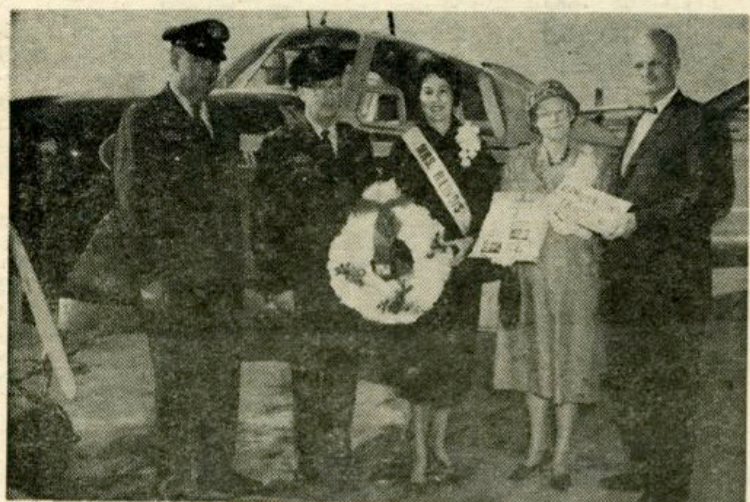
It has also been said that the city of Wenatchee did much to assist the CAP conferees and we would like to thank the citizens of that community also.



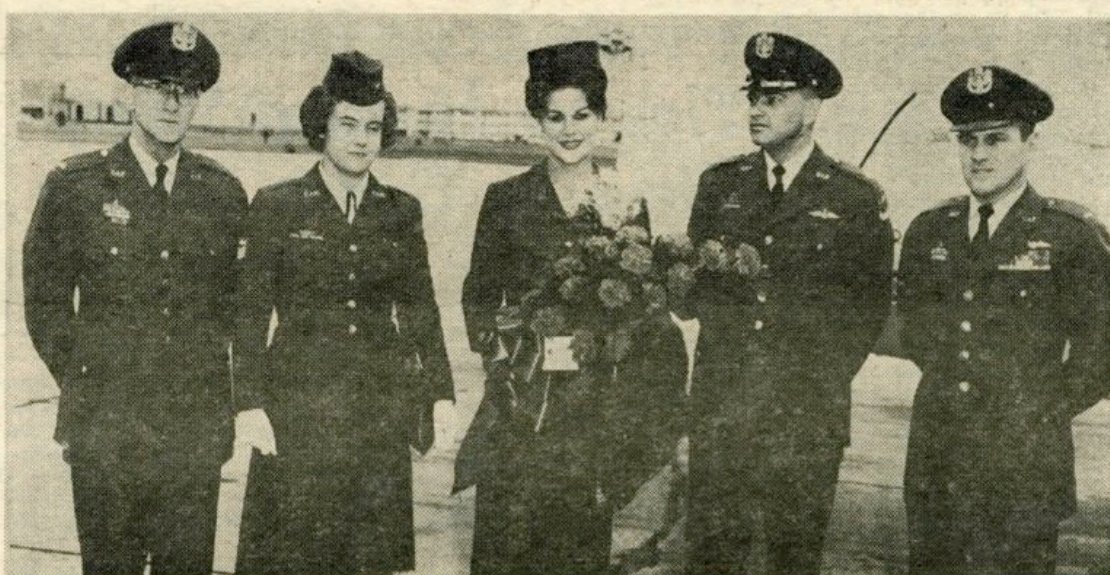
MRS. AMERICA—Mrs. Lila Masson, Mrs. America for 1962, aided the Christmas Seal drive in Michigan when she flew with CAP pilot Richard Tewsley of Centerline, Mich., to seven cities to deliver Christmas Seals to campaign workers. Shown here, Mrs. America (second from left) delivers a packet of seals at the Flint Airport. Shown with her are Lt. Col. Benjamin F. Miller, commander of Group 631, Flint; Mrs. America; Capt. Richard Tewsley, pilot; and Major Nola A. Henderson, information officer of Group 631.



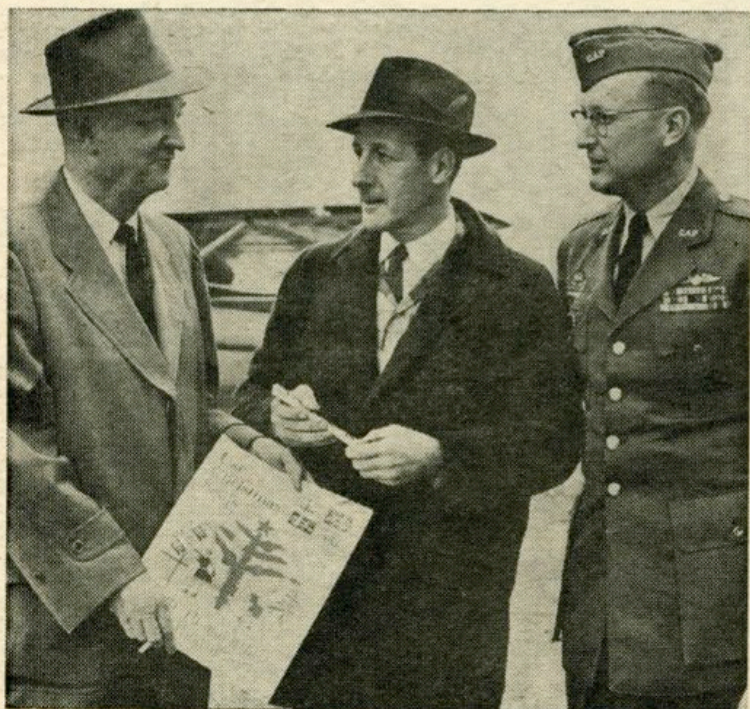
OFF-LOADING—Mail bags from the Minnesota Wing are being off-loaded here by Dr. Thomas Chamberlain, University of Minnesota, Duluth, academic dean and chairman of the Christmas Seal campaign, (left) and Frank Johnson, student at UMD. Also shown are CAP cadets Andrew Berg and Melanie Como. Seals arrived from various points within the state and were distributed from Duluth by CAP pilots to nearby communities.



ILLINOIS TB DRIVE—1st Lt. Arthur Ackerman, Rantoul squadron commander, (left) and Major Sam Thvedt, Group IX commander (second from left), were two of 18 pilots who distributed the Christmas Seals. Also shown with the CAP pilots are Mrs. James Cowan, Mrs. Illinois for 1962, and chairman of the Christmas Seal Drive (center) and Mrs. Glayds Seybold, former TB patient and designer of the wreath. At the right is Mr. Ben Kinningham, state director of the TB Association.



MISS HOSPITALITY—Miss Loren Osmond, Miss Hospitality of the state of Mississippi, flew with CAP pilots on a whirlwind tour of southern cities in that state to promote the sale of Christmas Seals. She is shown here (center—holding bouquet) following arrival at Keesler AFB. Also shown are: 2nd Lt. Carl J. Welch, Cadette Barbara Rairigh, who presented the bouquet, Lt. Col. W. Parham Bridges Jr., Wing Commander, and 1st Lt. William W. Frazer, commander of the Biloxi Composite Sq.



DOCTOR'S VISIT—Dr. Gerald A. Betty (left) president of the Delaware Tuberculosis and Health Society is shown here with his Civil Air Patrol pilot, Major Robert W. Riddagh (center) of Smyrna, Del., at one of eight stops made around the state to deliver Christmas seals for the 1962 campaign. With the Christmas seal flight crew is Capt. Howard N. Pratt, commander of the Brandywine Cadet Sq., Wilmington.



THREE WHO FIGHT TB—Shown here are three important people in Kansas who symbolize hundreds of others in that state who carry on the fight against TB. Major O. R. Anderson, (left) CAP pilot is shown looking on as Kathy Robertson adjusts the white scarf she has just given mail carrier Chancey Griffith. Mr. Griffith was selected as mailman who has carried Christmas Seals longer than any other mailman in Shawnee County, Kansas. Outpatients in TB clinics in Kansas made the scarves for presentation to mail carriers in 40 Kansas counties. CAP pilots carried the scarves and the 1962 Christmas Seals to the various locations within the Wing.



NEW YUKON HOME—Visiting AF and CAP officials from all over Alaska were welcomed by Fairbanks Mayor Joseph Ribar at the recent dedication of the Yukon Group headquarters building. The building, a dream of Capt. Ove Selid, former commander, was made possible through community support. Last summer Lt. Col. Gordon Wear, present commander, took over and finishing touches were completed.

Squadron at Fairbanks Named 'Yukon Group'

By 1ST LT. PEARL LASKA

FAIRBANKS, Alaska—Having outgrown squadron proportions, the former Fairbanks Composite Squadron has recently been redesignated "Yukon Group." Among innovations in Yukon Group was the dedication of the new headquarters building to house supervisory activities of units north of the Alaska Range.

The headquarters building was the dream of Capt. Ove Selid, former Fairbanks Squadron commander.

Under his leadership the building was constructed. Lack of funds temporarily halted completion. Lt. Col. Gordon Wear, present group commander, a twenty-one-year CAP member, took over the task of finishing the building and added heating, plumbing, furnishing and decorating.

The headquarters building is only one of many achievements by Yukon Group members. Funds were raised to purchase a Cessna 140 while the unit was Fairbanks Squadron.

Individual members have made tremendous contributions in the field of aviation. Major Noel Wien began breaking records when he arrived in Fairbanks July 15, 1924, after completing through blinding forest-fire smoke, the first flight from Anchorage to Fairbanks.

This was only the beginning for Major Wien, "Dean of Alaskan pilots." He is now vice-president and public relations director of the airlines he founded in the early thirties, and is an active Civil Air Patrol pilot. During his many years of bush flying, he was the connecting link to civilization for many far-flung villages and gold-mining operations.

Among his many historic flights are the first trip from Fairbanks to Nome, reducing the time required from weeks to hours, and the first flight from North America to Siberia. This flight was made in 1929 when Major Wien

brought furs from an ice-bound ship.

YUKON GROUP, located in the sparsely settled north country, has had many flying chaplains. Chaplain (Capt.) Edward M. Hurn and Rev. Brian H. Cleworth, training officer, are private pilots. Rev. Murray L. Trelease of Fort Yukon is a commercial pilot. Wing Staff Chaplain, Maj. Benjamin P. Wilson, is a commercial pilot and holds an instructor's rating. Major Wilson is one of the group's check pilots and has flown many rescue and mercy missions.

Outstanding because of their accumulated experience, Yukon Group pilots number flying hours in hundreds and thousands. Pilots with more than five thousand hours include Major Wien, Senior Members Horace Black, Clifford Fairchild, Randall Acord and Capt. Glenn E. Watt.

The group has members proficient in all types of aircraft from cubs to jets. Captain Watt, operations officer and check pilot, is also a helicopter pilot. He is one of three CAP pilots who fly the L-20; others are Captain Wilson and Lt. Edmund A. Hinke.

CAP is often a family affair in Yukon Group. Exemplifying family-unit membership is Maj. Arnold Griesse, commandant of cadets and his wife WO Jane Griesse, assistant operations officer. Their children, Cadets Warren and Cynthia Griesse, make up the family quartet.

Another family group is WO Lois McRoberts and daughter, Cadet Capt. Mary Jane McRoberts. Mary Jane is cadet commander.

Among women in Yukon Group who have made contributions is Capt. Marjory M. Johnson, Director of Administrative Services. She has been an active CAP member for twenty-one years.

Of the 47 pilots in the group two are women. They are WO Griesse, a private pilot who learned to fly in Alaska and Lt. Pearl Laska, a commercial pilot and holder of an instructor's rating. WO Griesse flew co-pilot in the 1960 All Women's Transcontinental Air Race. Lieutenant Laska has also participated in the AWTAR (Powder Puff Derby).

14th Anniversary Celebrated by ConAC Marking End of Busy, Exciting Year

ROBINS AFB, Ga.—Continental Air Command, CAP's parent command, celebrated its fourteenth anniversary last month as a busy and exciting year for the command drew to an end.

CONAC was activated December 1, 1948 as a higher echelon superimposed on the activities of the pre-existing Air Defense Command and Tactical Air Command. Headquarters of both ADC and TAC were maintained within the new framework as planning and operational headquarters.

The founding of CONAC grew out of the need for a stronger air defense and the desire to create a more effective Air Force Reserve. Its three primary missions were air defense of the United States, tactical air support of the ground forces, and the Air Reserve Forces. There were also many other smaller tasks and functions which were suited to the command's area or territorial system of organization.

In 1949, ADC became a "paper" organization and was supplanted by the Eastern and Western Air Defense Forces. With the outbreak of the Korean War in June 1950 CONAC's Reserve mobilization mission was propelled into a position of prime importance as some 147,000 Air Force Reservists and 45,000 Air National Guardsmen were mobilized to augment USAF's active duty forces.

The impetus given tactical aviation by the Korean War led to the reestablishment of TAC as a major air command on December 1, 1950 and the transfer to that command of CONAC's tactical and troop carrier units and bases. A month later, the Air Defense Command was revived and restored to major command status. Shortly afterwards, air defense was separated from the missions of CONAC, ending two years of intensive activity on the part of the command to create an effective air defense system for the U.S. Its accomplishments in that regard were noteworthy.

Since that time there have been a number of changes in the CONAC mission. The Air National Guard has been transferred from CONAC jurisdiction and there have been many revisions within the Air Force Reserve structure as economy moves were carried out and military needs changed.

Today's Continental Air Command is a lean and hard organization. It has within its jurisdiction the headquarters of Civil Air Patrol and the huge Air Reserve Records Center. In addition, CONAC has many other responsibilities such as liaison with the Selective Service System, the Air Explorer Program, and others.

However, the major mission of CONAC is the Air Force Reserve.

It has some 500,000 Reservists under its jurisdiction.

Paed down to a "Ready Now" force of 15 Troop Carrier Wings and their squadrons throughout the nation, these flying forces react immediately when needed.

LAST MONTH, the President re-

called some 14,000 Air Force Reservists in eight Troop Carrier Wings and 24 squadrons to active duty in the buildup of military forces to back up this nation's demand that Soviet missile bases be removed from Cuba. These wings were equipped with C-119 and C-123 aircraft.

Tips for Hunting Safety Given by Ogden Officer

OGDEN, Utah—Planning, caution and care can save the lives of many a hunter, nature lover or downed pilot according to CAP survival instructor, SM Nolan H. Keck, Ogden Composite Squadron, Utah Wing.

Keck made this statement while reporting that more than 17,000 man-hours were devoted by Utah CAP members who flew more than 1500 search flights while seeking people lost within the Utah state boundaries.

The Utah officer believes the reason why many people do not survive when lost is because "force of habit" has taught them not to prepare for the possibility of adverse conditions setting in. "No one knows what will happen when hunting in the wilderness, or while flying, and therefore everyone should be prepared for the worst, in order to cope with any eventuality," he advised.

Mr. Keck, who is also a survival instructor for the Utah Fish and Game Department, said Webster describes survival as "to exist." Blend this with a well-planned survival kit and a thorough knowledge of its content and uses; season well with the "will to survive"; bask well until brown with caution; and decorate generously with pre-emergency planning and the individual will have a formula that will see him through the most adverse conditions.

Not to have survival planning makes as much sense as someone starting out on a long drive without checking the spare tire, or someone who heads for the desert without even a quart of water. It is poor planning because habit hasn't taught the individual otherwise, Keck said.

Keck cited interviews with wartime pilots who were forced down behind enemy lines during War II, some of whom were seriously injured. Yet many survived up to 18 months with only a parachute and knife to work with.

He pointed out that a well planned survival kit must provide at least three of the following services: food, shelter, clothing, first

aid and some type of distress signal.

THE UTAH INSTRUCTOR has designed a five-pound kit which can sustain one person for as long as six months. His kit has become a necessary piece of equipment for all other members of the CAP unit. Keck has invited queries about the kit and its components.



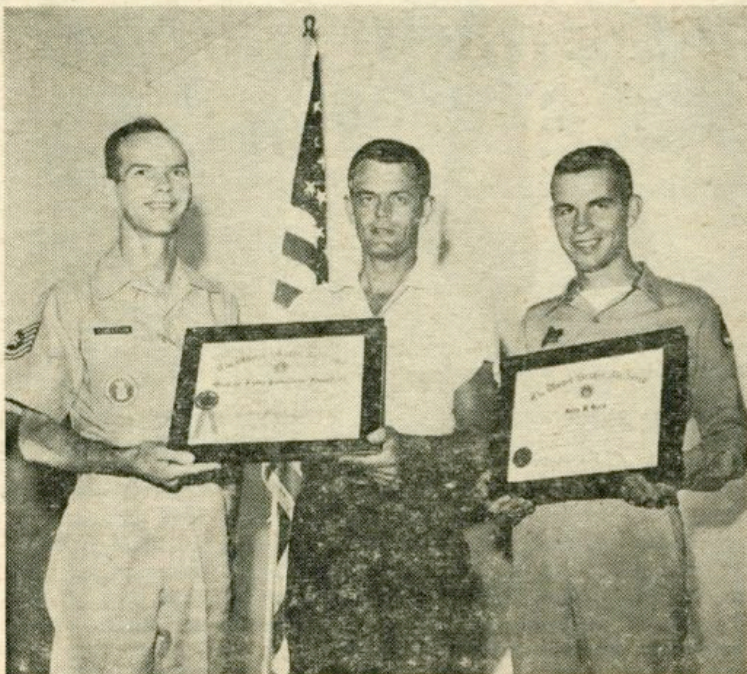
NEW HEADQUARTERS BUILDING—The Wisconsin Wing Staff is now meeting in its new building in Watertown, Wis., as shown in top photo. Members of the staff are seen around the conference table in the bottom photo. They are (left to right): Lt. Col. Edgar A. Anderson; Lt. Col. William C. Goetz; Major John A. Kegel; Lt. Col. Frank Huettner; Lt. Col. Stanley Fischer; Lt. Col. Estelle M. Hilgrendorf; Major Donald E. DeMott; Col. Richard C. Jaye, former wing commander who was also responsible for renovation and modernization of the building; Col. Richard C. Reynard, wing commander; SM Audrey T. Craine; Col. John F. Stratton; 2nd Lt. Trudy McKenzie; Major Herbert Harrison; Lt. Col. Vivian E. Moeller; Ken Cook; Lt. Col. Roy J. Bassett; Lt. Col. Earl Wooden; and Lt. Col. Paul R. Jaedecke. (Photo by Watertown Daily Times)

Drill Unit Wins National Meet

ROMULUS, Mich. — Only two days after returning from the National CAP Drill Competition at the USAF Academy, in Colorado Springs, Colo., the Romulus-Wayne Sq., of the Michigan Wing took off for Minneapolis, Minn., to participate in the National Veterans of Foreign Wars Rifle Drill Competition.

The Michigan cadets were able to add a second first place national trophy to their collection by defeating their closest competitor by 1/4 of 1 point.

This competition was different from the CAP competition because it was an exhibition drill with rifles. Out of the 100 possible points 10 were given for inspection, 15 for general effect, 10 for cadence (128-132), and 65 for marching and maneuvering. The Michigan team scored 92.05.



COMMENDED—Capt. Billy F. Neely, (center) commander of the Wichita Falls, Texas, Composite Sq., and 2nd Lt. John R. York (right) director of administration for the unit, recently received commendation awards from TSgt. Robbie Robertson, USAF Recruiter at Sheppard AFB, Tex. CAP in Wichita Falls has frequently assisted the local Air Force Recruiter by stamping literature, helping in mail campaigns and keeping the recruiting office open during necessary out of town trips made by Sgt. Robertson.

Simulated Mission Held By Outfits in California

REDWOOD CITY, Calif. — Civil Air Patrol air and ground teams from squadrons and Group commands in the Northern Sector, California Wing, conducted a two-day SARCAP here that involved 25 private and corporate owned aircraft and 14 vehicles.

The simulated problem involved a missing amphibian aircraft believed to be lost on a flight from Yuba County airport to Hayward, California, with pilot and two passengers. The SARCAP was conducted simultaneously with a similar exercise held by the Southern Sector operating out of Oxnard, Calif.

Careful search pattern training paid off for Major J. Roger Himes, of Belmont, commander of San Carlos Squadron 110, who located the target at noon of the second day. Major Himes found the target within one degree of latitude and longitude of the plotted location determined by the clues provided by the USAF liaison office staff from Hamilton AFB, Calif.

Observer for Major Himes was Capt. Eve Svihus, of Belmont and official SARCAP observer. Also aboard the Beechcraft Bonanza was Capt. C. K. Berry, USAF, head of the AF-CAP Region Liaison Office.

Heading the simulated mission was Major M. W. Ballentine, of Orinda, Wing staff officer, and one of CAP's oldest members in years

of service, having joined CAP in October 1941, in Tampa, Fla. Operations officer was Major Edgar W. Parmenter, commander of Air-Sea Rescue and Support Sq., 2, Redwood City.

The Air Force evaluation team headed by Capt. Berry also included MSgt. G. O. Bakken, USAF; Lt. Col. Ronald Bernstein, CAP, Pacific Region staff; and MSgt. Edward J. Wilson, USAF, Oregon Wing liaison office.

New Ribbon to Honor Efforts in Recruiting

(Continued from Page 1)

of the committee present were Col. Harlon W. Bement, Rocky Mountain Region commander; Col. James J. O'Conner, representing North Central Region; Col. Edwin Lyons, Northeast Region; Col. Lyle W. Castle, Great Lakes; Col. Frank W. Reilly, Southeast Region; Col. Daniel F. Boone, representing Middle East Region; Col. Herbert Barnett, Pacific Region; and Col. Walter Sanford, representing Southwest Region. Many members of CAP, USAF liaison offices and Philco technical representatives were present at the open sessions.

The committee meeting was opened with an invocation by Lt. Col. Norman J. McConnell, CAP National Chaplain. One of the first agenda items acted on was the election of Col. Lyle Castle as vice national chairman. Then, at the request of the national commander, the group took action on a change of designation for the various National Commander's advisory committees. Approved by vote, the committees will now be called national committees.

Affected were the Chaplains, Educational Advisory, Scholarship and Long Range Planning Committees. The members then reconfirmed Col. William D. Haas as Finance Officer, and Col. Roy St. Lewis as Legal Officer. Col. George Hastings was elected Controller.

Named to the National Finance Committee were Col. William D. Haas (chairman), Col. George Hastings (Controller), Col. Nanette M. Spears, Col. Stanhope Lineberry, Col. Richard H. Reynard, Col. F. Ward Reilly, Col. Richard T. Murphy, Col. Homer L. Bigelow, Col. Harlon W. Bement and Col. Herbert Barnett.

Making up the Constitution and By-Laws Committee are Col. Lyle W. Castle (chairman), Col. J. J. O'Conner, Col. Robert L. O'Neil, Col. Herbert Barnett, Col. Charles

F. Howard, Col. Roy St. Lewis (ex-officio) and Lt. Col. John H. Murphy, USAF, (ex-officio).

Col. James J. Mitchell was named chairman of the National Insurance Committee, with Col. Jess Strauss and Col. Donald H. Denton making up the rest of this body.

Col. Jess Strauss will also be a member of the National Scholarship Committee along with Col. William M. Patterson, Col. Paul E. Burbank, Col. Harry B. Dyer, Lt. Col. Louise M. Thaden and Mr. Charles W. Webb (ex-officio).

HEADING the National Chaplain's Committee is Col. James E. O'Connell. Members-at-large are Lt. Col. Albert A. Plotkin, Lt. Col. W. C. Nolen and Lt. Col. Kenna T. Trout. Other members are Lt. Col. Amel Schultzm, MER; Lt. Col. Reuben M. Katz, NER; Col. Walter A. Markowicz, GLR; Col. Herbert H. Stahnke, NCR; Lt. Col. Ray R. Soper, SWR; Lt. Col. Joseph M. O'Malley, RMR; Lt. Col. Milton N. Popp, SER; and Col. Robert Shaw.

A distinguished array of educators will make up the Education Advisory Committee under chairman, Dr. Merlyn McLaughlin. These include Dr. Leslie Bryan, Dr. Willis C. Brown, Dr. John H. Burbay, Dr. Frank E. Sorenson, Mr. George Gardner, Mr. Ray O. Mertes, Dr. Roland H. Spaulding, Mr. Dawson C. McDowell, Dr. Mervin K. Strickler, Jr., Dr. Jordan L. Larson, Dr. Emmett A. Betts and Dr. Paul Wilkinson.

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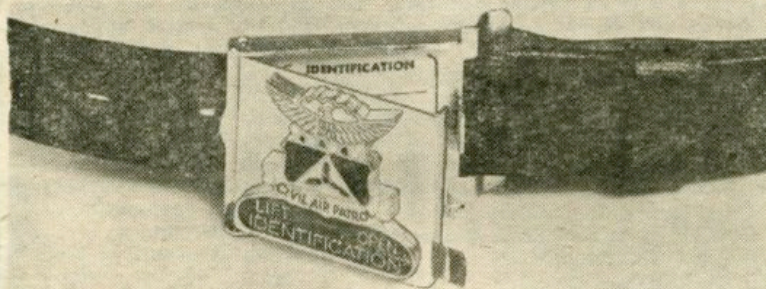
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Anniversary Lauded By Many Dignitaries

(Continued from Page 3)

This was just one of many anniversary observances taking place within the wing during the month of December. Proceeds of the dance will defray costs of the wing's summer activities program for cadets.

LOS ANGELES—Members of Group 15 from California's San Gabriel Valley, marked the anniversary with the annual Awards Dinner and Dance at the Roosevelt Hotel in Los Angeles.

During the fete, special awards were presented to the outstanding male and female for outstanding work in CAP during the past year. Other honors for specific activities were also given.

PORTLAND, Ore.—The Oregon Wing marked the anniversary with a special conference at Park Rose High School, with more than 128 CAP members attending.

During the program, six senior members were presented with 20-year service awards. These were Lt. Col. Russ Graham, Lt. Col. Stan Sharp, Lt. Col. Dorothy Swain, Lt. Col. Robert Swain, Maj. Ludge Vann and Capt. Howard Siemssen.

HOUSTON, Tex.—CAP Week in Houston was climaxed with an Honor Pageant and Cadet Military Ball at Hulen Armory, Old Spanish Trail, in Houston. The event was sponsored by Group XIII.

Over 200 cadets, senior members and guests saw Cadet Sheila M. Swarengin and Stanley Honeycutt crowned the Queen and King of the Ball.

Acting as judges, and special guests, were Consul Bernhard Daugbjerg, Consul of Denmark; Mrs. C. V. (Buster) Kern, wife of the Harris County Sheriff; Columnist Paul Hochuli of the Houston Press; Lt. Col. Burrage, 36th Infantry Division, TNG; and Maj. Henry Meyers, USA (Ret.).

LAKE CHARLES, La.—The Lake Charles Cadet Squadron marked the anniversary with a Buffet Dinner Dance at the Officers Club at Chennault AFB, La.

According to Maj. Pearl Ward, unit commander, a capacity turnout was expected, with many guests from military, civic and CAP sources.

SILVER CITY, N.M.—The local newspaper, Silver City Daily Press, carried a review of the Silver City CAP Squadron's year of activity to mark local acknowledgement of CAP's 21st Anniversary.

The article traced both CAP's and the unit's history, and then reviewed the progress of the local unit in all phases of the CAP program, it was reported by Lt. Col. M. A. Kinney.

SOUTH BEND, Ind.—Commemorating CAP's anniversary, the South Bend Composite Squadron held an open house-supper for the parents of unit cadets at St. Patrick's School Auditorium in South Bend.

Special speakers, drill exhibition, a review of CAP history, and a question and answer period for the parents were featured on the program. The evening was concluded with a prayer by Squadron Chaplain Funcke.

BOISE, Idaho—Launched by a proclamation by Gov. Robert E. Smylie, the Idaho wing also tied its wing conference in with the anniversary observance.

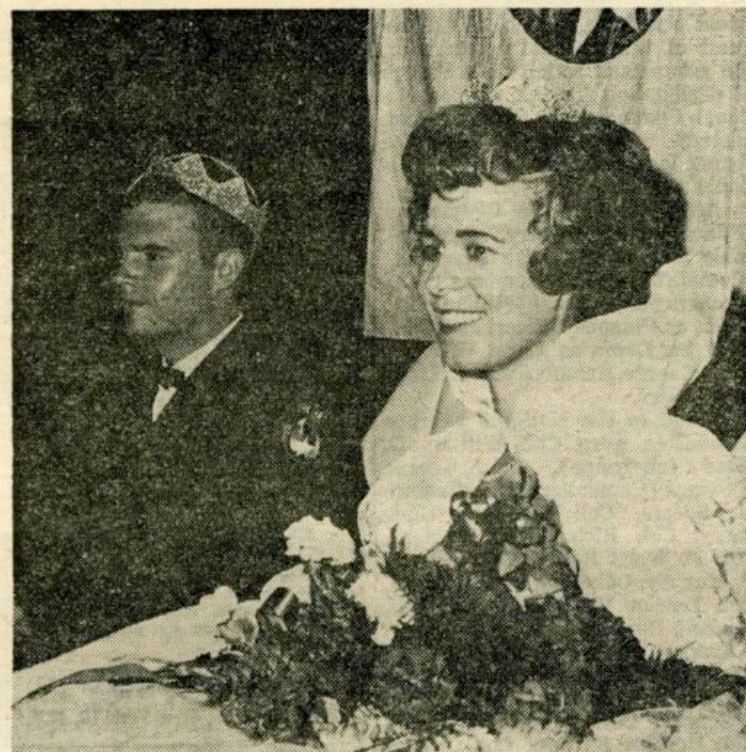
Wide publicity was given by the news media across the state to the

anniversary, especially television, according to Lt. Jean Wallace, Boise Composite Squadron 10.

KEESLER AFB, Miss.—The Biloxi Composite Squadron held a chicken barbeque dinner and open house at its headquarters at Keesler AFB. Special guests included Maj. Gen. and Mrs. John S. Hardy and Mayor and Mrs. Daniel Guice.

The senior squadron also appeared on a special television program. This hour-long show, over Station WLOX-TV, will feature cadets a week later.

ST. PAUL, Minn.—Minnesota Wing's anniversary observance



TEXAS ROYALTY — When Group XIII, Texas Wing, held an Honor Pageant and Cadet Military Ball in Houston recently, the 200 persons attending witnessed a coronation. Cadets Stanley Honeycutt and Sheila M. Swarengin were named King and Queen of the gala event. Honeycutt is a member of Galveston Bay Squadron, while Queen Sheila is from Mt. Carmel Composite Squadron.

was launched with an official proclamation by Gov. Elmer L. Anderson.

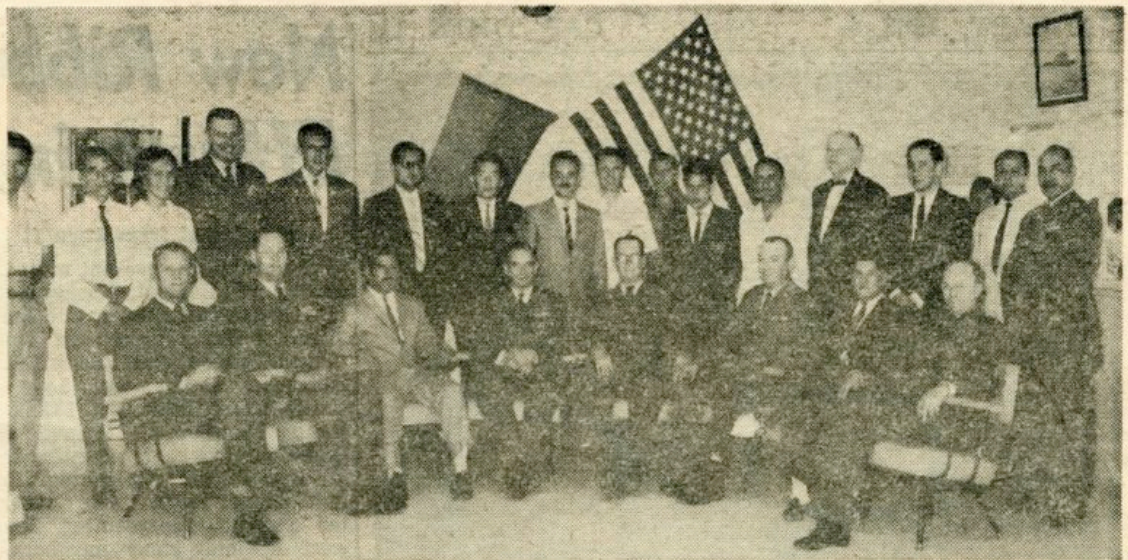
Following the proclamation, Gov. Anderson was sworn in as an honorary member of CAP by Col. Richard T. Murphy, wing commander, and Lt. Col. Bob Kost. The ceremony was carried over all Twin Cities television stations, and picked up by Associated Press and United Press International.

SAN FRANCISCO—Gov. Pat Brown of California personally presented a letter of congratulation on CAP's anniversary to Lt. Col. Paul E. Greene, deputy wing commander.

This letter was in addition to the governor's official proclamation made several weeks before. Gov. Brown wrote, "I congratulate CAP on its 21st Anniversary and I urge Californians everywhere to join me in thanking the dedicated men and women who have given of their time, effort and money, often at great personal risk, in pursuit of the missions of this fine organization to aid and benefit all citizens of our state."

CANTON, Ohio—Canton-Massillon Composite Squadron held an open house at its headquarters to mark the anniversary. Through newspaper and radio announcements invitations were extended to all area residents to attend.

Also marking the anniversary,



GUAYAQUIL, Ecuador—Senor Alfredo A. Davila (second from right in front row) president of the Aero Club of Ecuador, and members of the club were on hand to welcome Col. Paul C. Ashworth, CAP's national commander, and Col. Paul W. Turner, CAP's national chairman, as well as members of National Headquarters staff upon their arrival in Guayaquil. Also part of the welcoming committee were the U.S. Consul General, Mr. Alton W. Hemba and Major Hugo Idrove, Ecuadorian Air Force technical director to the Aero Club.

140 Cadets to Participate In Next Year's Exchange

(Continued from Page 1)

to the U.S. on Aug. 9. The visiting cadets from 21 countries will arrive in New York July 19 and depart for their homes on Aug. 6. Rhein/Main AB, Germany, will again serve as central assembly point for the European countries.

CAP cadets and escorts scheduled to visit South American countries will depart from Charleston, S.C., on July 15, but in two separate groups.

One group, those slated to visit Brazil and Argentina, will fly direct, and reassemble at Rio de Janeiro, Brazil, on Aug. 8 for the return trip. The other group, visiting El Salvador, Ecuador, Peru, and Chile, will fly to Howard AFB, Canal Zone. (There they will meet their foreign counterparts, who will be enroute to the U.S.) At Howard, the group will split up and be flown to the various countries they will visit by planes assigned from the Caribbean Air Command. Reassembling at Howard, this group will return to the Continental U.S. on Aug. 8.

OFFICIALS AT NATIONAL reminded commanders of the nearness of the first deadline in the special activities timetable—that at squadron level. Cadet applica-

tions for the IACE should have all squadron-level action completed, and applications forwarded to reach wing headquarters not later than Jan. 25.

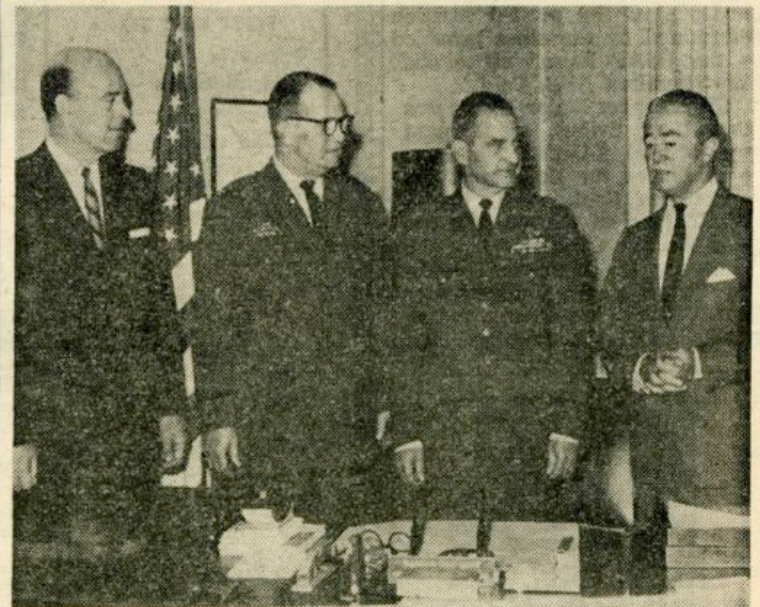
By Feb. 22, wing must have selected the appropriate number of primaries and one alternate, and turn the selectee applications over to the Wing's liaison officer. After the LO has screened the applications, they must be sent directly to National Headquarters so as to arrive not later than Mar. 8.

Applications for CAP senior member escorts must also be sent to wing headquarters by Jan. 25, accompanied by a physical examination on CAPF 32.

Following endorsement by wing commanders, these applications will be turned over to the liaison officer by Feb. 8. The liaison officer will screen the applications for correctness and qualifications and forward them to region commanders by Feb. 22.

The region commanders will review applications, endorse the ones he selects, and send them forward to National Headquarters by Mar. 8.

Selections and assignments to specific countries normally will be completed by National Headquarters by April 1, according to Cadet Training officials.



DIPLOMATIC WELCOME—Col. Paul C. Ashworth, CAP national commander, (third from left) received an official welcome to Argentina by U.S. Ambassador Robert McClintock (right) at the U.S. Embassy in Buenos Aires. Colonel Ashworth headed a delegation of CAP officials to South America, visiting nine countries, to spark interest in CAP's International Air Cadet Exchange for 1963. Argentina pledged "full agreement" to join the exchange this year. Seen here are (left to right) Col. Robert L. Rizon, U.S. Air Attache to Argentina; Col. Paul W. Turner, CAP's national chairman; Col. Ashworth; and Ambassador McClintock.

Letters to the Editor

(Continued from Page 4)

it seems only right to give the same ribbon to seniors who also do the work.

It would then be recommended that the regulations be revised to incorporate the above suggested changes.

CWO JOHN RUSSELL
Group IX, Indiana Wing
120 East Grove,
Kendallville, Ind.

(Ed Note — Your suggestions have been referred to the Personnel Directorate for consideration. Meanwhile, let's hear from other seniors who might wish to comment, pro or con, on these recommendations.)

CAP Insignia

ST. LOUIS, Mo.—Recently there has been much controversy among the squadrons in the St. Louis area concerning the current regulation covering the wearing of cadet officer's rank insignia on the flight cap.

This controversy stems from various interpretations of existing regulations and policies. It is maintained by some authorities that cadet officer's rank is not worn on the flight cap at all, but I have been unable to find any current regulation on the subject.

It would help greatly and be appreciated if this controversy could be cleared up.

C/Lt DAVID K. CARTER
8769 Scudder Road,
St. Louis 34, Mo.

(Ed Note — To settle the controversy once and for all, CAP personnel officials at National state wear of cadet insignia on the flight cap is not, repeat, is not authorized. Nor does CAPM 39-1, dated Sept., 1961, approve this wear.)

Kudos

NEW YORK CITY — Congratulations to Hawaii Wing's Cadette Jacqui Cadwell, Bellows Composite, Oahu, and to Kentucky's Cadet David Berry, Louisville Composite Squadron, on their recent solo flights in gliders.

It makes two guys who have worked so hard for such a program in New York feel good to see cadets soaring — anywhere. Hope to see other similar reports, and eventually read that one of these cadets has earned his (her) International Silver-C award.

We thought you did a fine job on the Griffiss Soaring Orientation article. One minor thing was lacking, however. The Schweizer Aircraft Corporation donated the use of the 2-22C sailplane for the day.

Again, a nice job. This is the kind of publicity which will, we think, put over a Soaring Program in Civil Air Patrol. We have more sailplane flights in the works and will shoot along the information when they happen.

THE "NELSON BROTHERS"
Lt. Dick Nelson,
Pearl River, N.Y.

Lt. Holli Nelson
176 East 77th St.
New York 21, N.Y.

(Ed Note — Many thanx for the thanx. We would like to report all of the soaring activities currently being carried out within CAP. However, we must rely on the IOs in the field to get the word to us. Any unit carrying on such a program is urged to send a story and pics to CAP Times.)

IACE Praised

GRAFTON, N.D.—As Peter's parents are very grateful to everyone who had a part in the promotion, arrangements and carrying out of those wonderful CAPC International Exchanges. We, too, enjoy reliving his experiences (in Great Britain) through his slides and printed story (in the newspapers).

He is now in Air Force ROTC at Colorado University and has made their drill team, undoubtedly because of cadet training. Naturally we are proud of him. And we know that his momentous summer will have influenced his entire life. Thank you for what you have done . . . and best wishes for this season and the years ahead.

MR. & MRS. L. WILLIAMSON
Grafton, North Dakota

Cadet Pledge

I pledge that I will serve faithfully in the Civil Air Patrol Cadets, attend meetings and activities, obey my officers, wear my uniform in a military manner, and advance my training rapidly so that I may prepare to be of service to my community, state and nation.

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SPOTLIGHT ON SAFETY

Safety Survey Efforts Analyzed, Program Objectives Explained

IN THIS ARTICLE I am going to explain how to prevent accidents. There is little doubt that accidents are prevented by before-the-fact effort that makes use of all available tools: quality maintenance, supervised training, honest flight checks, realistic instrument training, emergency procedures training, examinations, safety surveys . . . you can think of more.

Safety surveys, you say? Now there's one, a real accident prevention tool. Let's talk about the safety survey—who does it, who gets surveyed, the objectives, and how it works?

• WHO DOES IT? Unit safety officers make surveys on a continuing basis. The Wing Deputy for Safety, makes the large scale survey described in this article on a periodic basis.

• WHO GETS SURVEYED? Everyone associated with flying, and those doing jobs where a ground accident could occur, get a thorough going over. Command, operations, maintenance, and airfield facilities are checked and rechecked.

• THE OBJECTIVES ARE:

(1) To assist the commander being surveyed in uncovering hazardous procedures, conditions, equipment and facilities which would likely cause or contribute to an aircraft, or ground accident.

(2) To offer suggestions and recommendations for correcting deficiencies.

(3) To report to the unit's higher headquarters those items requiring corrective action which are beyond the unit's capability.

(4) To observe and pass to other units new and better ways of doing the job—safely.

(5) Through the above, the elimination of accidents.

• HOW IT'S DONE. Let us start by saying that the safety survey team is not a group of long-haired technical experts who presume to know more about the unit being surveyed than its command-

er and his staff. Each member is, however, skilled in his particular field. These are basic essentials if a survey team is to be recognized by the unit as being qualified to point out safety hazards during the survey and listened to when the suggestions and recommendations are passed out. Some other basic survey requirements are: objective observations, integrity, and personable and cooperative attitude.

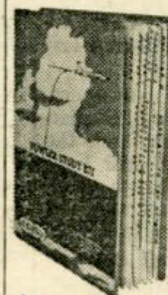
Although there should be no attempt to force acceptance of suggestions or recommendations, a lot of valuable time is lost if they are not accepted, and do not result in actions that decrease accident potential.

• ONE FINAL POINT: At one time or another during every survey someone always asks, "How did we do?" or, "Did we pass?" As I see it, a passing or failing grade, or for that matter, any kind of score, is not part of a safety survey; and, except in isolated instances, an answer to the report is not required. The team makes recommendations and offers suggestions which it believes will enhance a unit's safety program. The commander uses the suggestions as he sees fit.

• MOST COMMANDERS ACCEPT AND USE THE SURVEY TEAM for what it is. However, we occasionally find a commander who looks on the team as a group of people unfriendly toward him in particular and his unit in general, with the objective of finding discrepancies which will compare him unfavorably with other organizations. This is not the case, for

we believe any qualified group, properly directed, could find operating procedures, facilities or equipment anywhere which could be improved.

(Credit Aerospace Safety Magazine)



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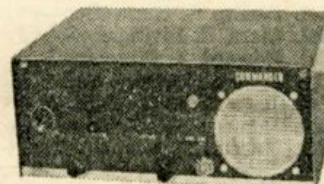
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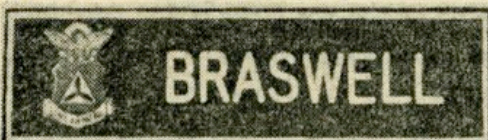
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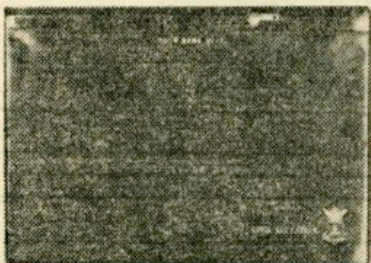
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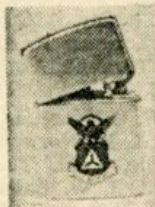
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SHIP TO:

Reorganization Cuts Size of Region Staffs

(Continued from Page 1)

to the region commander as advisors, or for work on special projects as he may see fit.

The exact composition of the new region staff is presently being worked out. The new region staff officer may be responsible for a number of allied functional areas. A number of them will probably be wearing more than one hat.

The committee action was made necessary by the revision of the CAP Constitution and By-Laws approved by the National Board last September.

Although no longer an operational and administrative headquarters in the chain of command, the region commander will still have many functions to discharge while acting as the national commander's representative in his region.

"It is our hope to staff the new region positions with the most competent persons available," said Col. Paul W. Turner, national chairman, "and 'plow back' the remaining talent into wing, group, and squadron positions."

Other agenda items acted upon by the committee included:

- Approval for Civil Air Patrol to continue sponsorship of the Brigadier General William Mitchell Award for the five-year period of 1964-68. This award is an engraved silver bowl presented each year to the outstanding Air Force Academy cadet in Military Studies.

- Voted approval for authority to be vested in the national commander for making awards and decorations to CAP members.

- Revised policies dealing with receipt of gifts to CAP units with value in excess of \$1000. The committee resolved that CAP units receiving gifts of a monetary value in excess of \$1000 will report the particulars of such gifts immediately to National Headquarters and to their wing headquarters if appropriate. The former policy directing such gifts be transferred physically to the national treasury was rescinded.

- Approved a recommendation that all proceeds from the sale of CAP excess property be forwarded, together with all bids for purchase of subject excess property, to CPM, National Headquarters, for review as required by a revision to AFR 67-1. Proceeds will be deposited in the National Treasury, and a check in the exact amount of the proceeds derived from the sale of CAP excess property shall be rebated to the wing making the sale.

- The committee approved the adoption by CAP of the USAF physical conditioning program, known as 5BX for men and XBX for women. The committee indicated that participation would be on an individual, voluntary basis. National Headquarters will provide an initial issue of 50,000 5BX and 20,000 XBX pamphlets for distribution to CAP. Additional pamphlets will be made available as required to assure continued support of the program. The pamphlets will be distributed by National without cost to the individual member.

COL. ASHWORTH TOLD the committee that CAP's corporate aircraft inventory is "going down hill." Commenting on the fact that no replacements are in sight, he indicated it would be 1966 before any may become available through surplus or DOD excess sources.

National Headquarters must have accurate corporate aircraft inventory figures, Ashworth stated, and he proposes to assign his liaison staff the project of helping to get an accurate count. National intends to set up machinery to transfer aircraft from units not using them to units who can use them

in order to better conserve and utilize this vital resource.

Concluding the open meetings, Col. Turner said, "The past year has been a period of the most wholesome relationship between the Civil Air Patrol and the Air Force that I have seen in 21 years in CAP. Our Air Force staff at National and the liaison officers are the highest caliber of men we have ever had. We can see progress being made."

As required by the new Constitution and By-Laws, the following wing commanders were elected by the National Executive Committee in closed session:

Col. Ernest C. Nall—Ala.
Col. James E. Carter—Alaska
Col. David Eisenberg—Ariz.
Col. James A. Wellons—Ark.
Col. Raymond H. Gaver—Calif.
Col. James F. Kavanagh—Conn.
Col. Louisa S. Morse—Del.
Col. Joseph F. Moody—Fla.
Col. Lee Maice—Hawaii
Col. Dwight L. Shaw—Idaho
Col. Ralph M. Shangraw—Ill.
Col. John W. Richards—Ind.
Col. Hal D. Rogers—Iowa
Col. Elbert S. Villines—Kan.
Col. Francis A. Blevins—Ky.
Col. Joseph G. Ehrlicher—La.
Col. Paul E. Burbank—Maine
Col. William M. Patterson—Md.
Col. John B. Slate—Mass.
Col. Robert J. Anderson—Mich.
Col. Richard T. Murphy—Minn.
Col. J. Orville Ladd—Mo.
Col. John T. Vance—Mont.
Col. Daniel E. Evans Jr.—Nat'l Capital
Col. Peter J. Stavneak—Neb.
Col. N. Arthur Sowle—Nev.
Col. Conrad A. Lacaille—N.H.
Col. Nanette M. Spears—N.J.
Col. Homer L. Bigelow Jr.—N.M.
Col. Jess Strauss—N.Y.
Col. Donald H. Denton—N.C.
Col. Stanley C. Frank—N.D.
Col. Robert H. Herweh—Ohio
Col. Maurice A. Marrs—Okla.
Col. Charles R. Chick—Oregon
Col. Phillip F. Neuweiler—Pa.
Col. Clara E. Livingston—P.R.
Col. Edward A. Mercier—R.H.
Col. John R. Taylor—S.C.
Col. John E. Page—S.D.
Col. James F. H. Bottom—Tenn.
Col. Marcus R. Barnes—Tex.
Col. Joseph S. Bergin—Utah
Col. Duane H. Benham—Vt.
Col. Allan C. Perkinson—Va.
Col. Joseph J. Princen—Wash.
Col. Robert E. Gobel—W.Va.
Col. Richard H. Reynard—Wis.

Rescue Movie On Television

COLUMBUS, Ohio—Search and rescue techniques of Civil Air Patrol will be televised by WBNS-TV on Jan. 9. This announcement was made by Lt. Col. William W. Kight, CAP, commander of Group 8 and head of Kight Advertising Inc.

Colonel Kight advised National Headquarters the 30-minute documentary was more than six months in the making. The program will be a comprehensive presentation of the part the Ohio Wing plays in emergency activities. The roles of the Federal Aviation Agency and Eastern Air Rescue Center, Robins AFB, Georgia, are also highlighted.

Col. Joe L. Mason, USAF, national deputy commander (an Ohio State University alumnus) will represent the national commander at a special premier showing of the film on Jan. 4th. He will be accompanied by Lt. Col. Joseph H. Friedmann, national chief of information.

Stamps & Coins FDC Contest Winner Hits Within 83

By BILL OLCHESKI

WASHINGTON—Mrs. Charlotte Tattersall, the mother of a Navy veteran from Jacksonville, Florida, is the winner of our first day cover guessing contest this year. Her son, Alan, a former aerial navigator, currently is employed by the Atlantic Coast Line Railroad.

For coming closest to the exact total without going over, she will receive an album containing both a sheet of the Hammarskjold stamp and a sheet of the Hammarskjold error, both autographed by the Postmaster General.

Her guess, 500,600, was within 83 of the exact total, 500,683. There were 2,721,063 stamps sold on the issue date, with a total value of \$108,842.52.

Runner-Up was Miss Coni Good of Phoenix, Arizona. She will receive an Allsyte Cover Album.

The next five winners each will receive Scott U.S. albums. They are: George Bargmann, Wichita, Kans.; Lt. Col. K. R. Johnson, Offutt AFB, Nebr.; Col. Kenneth D. Lamb, Santa Barbara, Calif.; SSgt. Philip P. Speliopoulos, New Britain, Conn.; and Rick Schwarze, Scottsdale, Arizona.

Winner of the 50 different first day covers provided by William Woddrop, McLean, Va., is AIC Wallace Weld, Amarillo AFB, Texas.

THE NEXT 50 winners each receive a first day cover catalog from The Washington Press. Winners are:

Capt. Arthur L. Umberger, Steven Strawn, Shirley M. Callers, Andy Howell, L. L. Mills, Clifford W. Flores, David D. Vannoy, Maj. Elizabeth Melton, TSgt. Douglas B. Lyon, Mrs. Mildred Leasure.

Robert Gill Jr., Ruth E. Alexander, W. Ted Allen, Billy Moore (c/o Lt. Col. C. H. Moore), Steven Ruble, Harry Everitt, Andrew A. Scafidi, Comdr. R. K. Brandt, USN, Mrs. Peggy Alonis, PFC Michael L. Mosher.

Thomas Thibault, Ruppert C. Jackson, Arthur G. Peet, Col. Foster W. Alingst, Marion E. Archinal, Maj. Walter P. Olson, SSgt. William R. Fricker, Capt. William MacQuarrie.

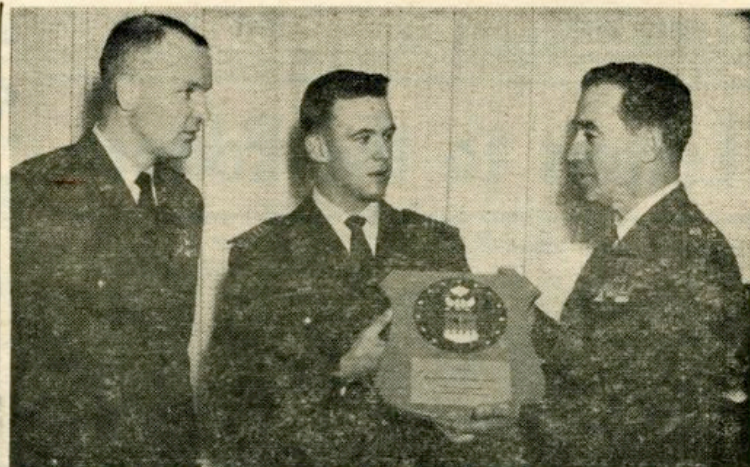
Maj. Paul Gelman, B. E. Porter, LCDR W. J. Schefstad, Capt. John R. Stanley, AIC Jerome O. Kellar, SSgt. Leroy P. Anderson, Raynald C. Turenne, Capt. J. N. Kutack, Maj. V. L. Psilekas.

W. C. Moore, LCDR W. K. Vogeler, J. N. Norwood, Sp5 James S. Wells, Capt. Thomas G. Collins, Capt. J. W. Balchunis, Maj. G. E. Hill, Eugene G. Schuck, Capt. Herbert S. Holland Jr.

Capt. Otto R. Bowman, Richard F. Bruss, Col. D. M. Pelton and Gary Schilenski.

The contest this year drew 4355 entries, an all-time record for the event. Our thanks to the stamp firms contributing prizes, to the many stamp columnists who mentioned the contest in their writings, and to those of you who sent in postal cards.

Next summer we will attempt our seventh annual contest.



SQUADRON SPONSOR — Cadet Lt. Col. William E. Ardern (center), commander of the Air Force Academy's 20th Cadet Squadron, accepts a plaque signifying sponsorship by his unit of the AFA CAP Composite Squadron. This is the first time an academy cadet squadron has accepted sponsorship of a CAP unit. Maj. James Ves'sells, USAF, and executive officer for the CAP unit, presents the plaque as 20th Squadron AOC Capt. Gerald J. Naber looks on. First class academy cadets of the 20th will become senior CAP members and instruct in the CAP aerospace program. (Official USAF Photo)

Ohio Information Officers Receive Merit Awards

CINCINNATI, Ohio — Awards were presented recently during the Ohio Wing Conference held in Cincinnati to winners of Group and Squadron IO Merit Rating Program, Ohio Wing, for the past year.

First place winner in Group Awards went to 1st Lt. Pierrette Wise, Group XIV information officer. Second place was won by CWO Wilbur Haag, Group VII. WO Haag was unable to attend the conference and his award was accepted by Lt. Col. C. R. Thulin, Group VII commander. Third place winner was the information officer of Group VI. Major Merle Whrle, commander, accepted the award in the absence of the information officer.

In the Squadron Award division first place winner was CWO Lester W. Smith, Squadron 1004, Zanesville. Second place went to Senior Mary Boss, Squadron 1407, Massillon. Third place winner was 1st Lt. C. W. Morris, Squadron 702, Springfield.

Additional awards were presented to two commanders of squadrons within the Ohio Wing for participation in Region and Wing Drill Team Competitions. The twin awards went to Major Kathleen McGee, commander of Squadron 707C, Wright-Patterson AFB, the only all-girl squadron in Ohio, and to 1st Lt. S. H. Lampert, commander of Squadron 701, Vandalia.

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CAP Plays Active Role In Westover Activities

By A1C DICK BAKER
Information Office, Westover AFB

WESTOVER AFB, Mass.—(Editor's Note—The following article appeared in the WESTOVER YANKEE FLYER, the base newspaper. It is reprinted here as an example of the mutual aid and understanding that exists here between the USAF and Civil Air Patrol.)

Member Set To Conquer Mt. Everest

ELLENBURG, Wash. — Some time during the summer of 1963 the Civil Air Patrol will have a member of its ranks standing atop the cold, snowy and wind-swept peak of Mount Everest, the 29,028-foot peak considered by mountain climbers to be the "Old man of all the mountains."

Second Lt. Barry Prather, a 24-year old member of the Ellensburg Squadron, Washington Wing, has been selected to join a 19-man team sponsored by two federal agencies for the first American attempt to climb Mt. Everest. Lt. Prather has the job of assistant glaciologist on the team.

Heading up the group will be Mr. Norman G. Dyhrenfurth of Santa Monica, California, and Dr. William Siri, of Richmond, Calif. Other members of the team will include novelist James Ramsey Ullman; Dr. James T. Lester Jr., director of psychological services for the Los Angeles Orthopedic Hospital, who will head a Navy Department psychological study; and Dr. Richard M. Emerson, a University of Cincinnati sociologist.

Lieutenant Prather's background prepared him for a place on this unusual mountain climbing expedition. For several years he has been studying ice fields and glaciers in the vicinity of Juneau, Alaska, and in 1960 he spent a summer on top of Mt. Rainier with a glaciological survey group.

Barry has worked with cadet units for the past seven years in mountain rescue techniques and has given unit pilots opportunity to make food drops on several mountain peaks in Washington state. While on Mt. Rainier, Lt. Prather maintained contact with CAP units through his CAP radio setup.

Sponsoring this American expedition to Nepal for the assault on Mt. Everest is the Office of Naval Research for a psychological study of group behavior under stress and the National Science Foundation for a scientific study of communications under rigorous mountain conditions.

THE GROUP will also attempt to climb two other neighboring mountains—Lhotse and Nuptse—for what is termed, "a mountaineering grand slam."

According to a Pentagon spokesman the climb will present "a unique opportunity to observe behavior under real-life conditions of extreme environmental, physiological and psychological stress."

First successful climb up Mt. Everest was made in 1953 by a British party headed by Sir John Hunt. Hunt did not reach the peak, but it was Sir Edmund Hillary who did make it to the top along with his Nepal guide.

Prather's father, Mr. Vernon L. Prather, lives in Palo Alto, Calif., where he is a flight engineer with TWA.

Air Force units here have a junior partner—the 40 adults and teen-aged cadets who make up the Base squadron of the Civil Air Patrol.

The local unit, part of the national organization's 72,000-member strength, shares in CAP's nationwide search and rescue mission activities and in the education of cadets for active roles in the aerospace age.

The squadron here currently lists eight adults and 32 cadets, "and we need more of both," said Maj. William R. McDonald, squadron commander.

CAP members have a long history of jumping into action with search planes, ground parties, medical aid and other assistance when a call comes through that a pilot or hiker is missing. The squadron stays ready for such emergencies, but its primary job is training cadets.

The eight adults, officially listed as senior members, serve as advisors for the cadet corps, which draws members from Westover, Chicopee, South Hadley, Holyoke and other nearby communities.

Three of the adults are base servicemen who also fill slots in the CAP squadron; the others are civilians who don CAP uniforms to lead the squadron's regular training sessions.

Patrol members meet for weekly training sessions to study aerodynamics, weather, radio and other material designed to acquaint them with Air Force and general aviation.

HIGHLIGHT OF the training program is a two-week summer encampment as guests of the Air Force. This year the local cadets also make themselves useful to Air Force sponsors in a wide variety of ways.

Westover squadron members saved the base hundreds of man-hours by participating in many projects.

They are currently putting the finishing touches on a do-it-yourself rehabilitation of their headquarters building here.

CAP members wear standard Air Force uniforms with the Patrol's own patches, identification and rank insignia. Cadet ranks parallel the Air Force system, and members work up through NCO grades into officer ranks by a series of special courses and examinations.

Fruits of the program include both the Patrol's direct assistance to the Air Force and the civilian population and a steady supply of trained, air-minded youngsters to fill future full-time Air Force jobs.

A total of 28 members of the 1962 Air Force Academy class are former cadets, as are 18 1962 graduates of the Naval Academy.

Moffett Sq. Grows

MOFFETT FIELD—The Moffett Field Squadron #20 lays claim to being the largest CAP unit in northern California after only three months of operation.

The squadron now has twenty-eight members on the rolls with a total of 22 light aircraft. All members are from the San Mateo-Santa Clara Valley in California.



MAPMAKING—Westover CAP Squadron cadets listen to a class in mapmaking conducted by 1st Lt. Thomas A. Barrett Jr., squadron operations officer. Lieutenant Barrett, a navigator with the 346th Bomb Squadron, stationed at Westover, is one of three military men who are also senior members of the CAP squadron. (Photo by USAF)

Radio Station Presented Headquarters Certificate

LEXINGTON PARK — Radio Station WPTX, which has long supported Civil Air Patrol by contributing public service time to spot announcements, live interviews and recorded programs, has been awarded the National Headquarters Certificate of Merit signed by Col. Paul C. Ashworth, National Commander of CAP.

Presentation of the certificate was made by Capt. Claude C. Parkinson Jr., commander of St. Mary's Squadron, to Mr. Thomas Rice, manager of the Key Broadcasting Company station.

Lt. Col. Arthur C. Robidoux, information officer of Maryland Wing, and his son, Cadet 3/c Christopher A. Robidoux, cadet communications officer of St. Mary's Squadron, attended the presentation ceremony.

The radio station has cooperated with St. Mary's Squadron through the years by helping promote squadron activities, announcing mission bulletins, scheduling 15-minute weekly squadron radio programs, and now utilizing the personality transcription issued by National Headquarters in connection with a series of news broadcasts.

Mr. Rice assured the CAP representatives who made the certificate presentation at the studio, that WPTX will continue to assist Civil Air Patrol in its radio coverage of southern Maryland.

Communications Test for Wing

OKLAHOMA CITY, Okla. — In order to test emergency communications readiness the Oklahoma Wing's deputy for communications, Capt. C. V. Edwards, called a practice alert "move out" for the entire Wing recently.

"All squadrons who had completed their communications units participated," Capt. Edwards said about the alert. He added that the "move out" involved an actual move by each unit to a location about five miles from their home town or city.

The units then had to establish a camp and make a radio check with KKI-723. All squadrons used emergency power for this test as would be the case in a real emergency.

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